



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

ADMINISTRATION & LEGISLATION COMMITTEE

MEETING NOTICE

Monday, March 13, 2006; 9:30 a.m.

CMA Board Room
1333 Broadway, Suite 220
Oakland, California 94612

Members:

Chair: Councilmember Larry Reid
Vice Chair: Supervisor Scott Haggerty
Councilmember Jeff Wieler
Mayor Shelia Young
Mayor Robert Wasserman
Mayor Janet Lockhart
AC Transit Director Dolores Jaquez
BART Director Thomas Blalock

Staff Liaison: Dennis Fay
Secretary: Christina Muller

AGENDA

Copies of Individual Agenda Items are Available on the CMA's Website

1.0 PLEDGE OF ALLEGIANCE

2.0 PUBLIC COMMENT

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

3.0 CONSENT CALENDAR

3.1 [Minutes of February 13, 2006 Meeting*](#) (page 1) **Action**

4.0 ADMINISTRATIVE MATTERS

4.1 [FY 2006-2007 Budget and Work Program*](#) (page 5) **Discussion/Action**

In accordance with the joint powers agreement, the CMA Board must adopt a budget in March of each year. A draft budget and work program were approved previously. No comments have been received on the budget or work program. It is recommended that the Committee approve the attached budget and work program and forward them to the CMA Board for approval.

4.2 [2004-05 Annual Report*](#) (page 25) **Discussion/Action**

It is recommended that the Board approve the attached annual report for 2004-5. A final document with graphics will be prepared for the Board following Committee approval.

5.0 CONTRACTS, AGREEMENTS AND CONSTRUCTION STATUS REPORTS

5.1 Tri Valley Triangle Analysis: Contract Amendment* (page 47) Discussion/Action

It is requested that the Board approve an amendment to the Parsons Transportation Contract to: 1) increase the current budget from \$400,000 to \$528,000 for supplemental travel demand modeling work requested by the cities of Dublin, Livermore and Pleasanton; and 2) authorize the Executive Director to enter into funding agreements as necessary with the three cities to transfer the funds to the CMA. The three cities have approved council resolutions authorizing payment for the additional work. The increase in budget will be at no cost to the CMA.

5.2 I-580 Sound Wall Projects in Oakland and San Leandro: Authorization for Design Costs* (page 49) Discussion/Action

It is recommended that the Board authorize the Executive Director to execute all necessary agreements required to complete the design of the freeway soundwalls in San Leandro (Estudillo to 141st) and in Oakland (14th and Ardley) along I-580 in an amount not to exceed \$2,250,000, contingent on the CMA Board approval of the addition of \$1,233,000 of CMA TIP funds required for the design project. The Plans and Programs Committee is scheduled to consider the programming of the additional CMA TIP funds at their March 13th meeting.

5.3 I-580 Corridor: Traffic Management Plan* (page 51) Discussion/Action

It is recommended that the CMA Board authorize the Executive Director, or his designee, to take the following actions in support of expediting delivery of the I-580 Traffic Management Plan (TMP)/Advance Elements Project:

1. Negotiate and execute all necessary consulting, procurement and installation agreements with AT&T and CoValue for systems and software design and implementation;
2. Negotiate and execute a Cooperative Agreement with Caltrans for oversight of project development and construction activities for this project; and
3. Negotiate and execute all necessary agreements with the Cities of Dublin, Livermore and Pleasanton, Zone 7, and Alameda County to enter, construct, operate and maintain TMP/Advance Elements within their jurisdictions.

6.0 LEGISLATION/PUBLIC AFFAIRS

6.1 Sacramento Report* (page 55) Information/Discussion

A report from the CMA's Sacramento representative is attached.

6.2 Washington, DC Report* (page 61) Information/Discussion

A report from the CMA's Washington, DC representative is attached.

6.3 Advocacy Principles: Toll Facilities* (page 63) Discussion/Action

It is recommended that the Board adopt the attached principles to guide the Alameda County CMA's advocacy relative to State legislation regarding toll facilities. Toll facilities could include toll roads, high occupancy toll (HOT) lanes, and other forms of pricing access to highway facilities. These principles are in part based on the results of the CMA's polling and focus groups conducted as part of the I-680 Smart Carpool Lane pilot project. This work found that the largest factor affecting public support for the project was the knowledge that net revenues would be reinvested in the tolled corridor in the form of improvements and services.

6.4 AB 2444 (Klehs): Vehicle Registration Fee* (page 65)

Discussion/Action

This bill is similar to AB 1623 (Klehs) introduced on behalf of the CMA last year but vetoed by the Governor. This new bill would authorize the congestion management agencies in the Bay Area to impose an annual fee of up to \$5 per registered vehicle for transportation projects and programs. The bill would also authorize MTC to impose an annual fee of up to \$5 per registered vehicle to be subvented to the Air District and the Water Quality Control Board to mitigate the environmental impacts of motor vehicles. This new bill is consistent with the CMA's Adopted 2006 Legislative Program. It is recommended that the Board support AB 2444 (Klehs).

7.0 STAFF AND COMMITTEE MEMBER REPORTS

8.0 ADJOURNMENT/NEXT MEETING: MONDAY, APRIL 10, 2006

- * Attachment enclosed for members and key staff.
- ** Materials will be handed out at the meeting.
- (#) All items on the agenda are subject to action and/or change by the Committee.
- ✓ Materials are separately attached to the meeting packet.

PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH ENVIRONMENTAL SENSITIVITIES MAY ATTEND

Alameda County Congestion Management Agency
Principles for State Legislation regarding Toll Facilities
DRAFT
3-1-06

The following principles will guide the Alameda County CMA's advocacy relative to State legislation regarding toll facilities. Toll facilities could include toll roads, high occupancy toll (HOT) lanes, and other forms of pricing access to highway facilities. These principles are in part based on the results of the CMA's polling and focus groups conducted as part of the I-680 Smart Carpool Lane pilot project. This work found that the largest factor affecting public support for the project was the knowledge that net revenues would be reinvested in the tolled corridor in the form of improvements and services.

1. Toll facilities in California should be publicly owned, with a public entity retaining control even if the facility is privately financed and/or operated under contract.
2. Public-private partnerships for the financing of toll facilities should be encouraged.
3. Net revenues from toll facilities must benefit the users of the facility and remain in the corridor in which the facility operates.
4. Authorizing legislation should permit net revenues to be used on a wide array of corridor improvements and services.
5. To provide users and the public with confidence that net revenues will be used for improved facilities and services in the corridor, an oversight board composed of representatives of the affected jurisdictions is essential.
6. Any new legislation authorizing toll facilities must not interfere with or supersede the existing authority for pilot projects currently in State law.

This page intentionally left blank.

ADMINISTRATION & LEGISLATION COMMITTEE
MINUTES OF FEBRUARY 13, 2006
OAKLAND, CA

Chair Reid convened the meeting of the Administration & Legislation Committee at 9:30 a.m. The roster of attendance is attached.

1.0 PLEDGE OF ALLEGIANCE

2.0 PUBLIC COMMENT

There were no public comments.

3.0 CONSENT CALENDAR

3.1 Minutes of January 9, 2006 Meeting

3.2 Annual Adoption of Investment Policy and Quarterly Investment Report

A motion was made by Lockhart to approve the Consent Calendar; a second was made by Blalock. The motion passed unanimously.

4.0 ADMINISTRATIVE MATTERS

4.1 Draft FY 2006-2007 Budget

Fay reviewed the Draft FY2006-2007 Budget noting that that CMA must adopt a budget in March of each year. A motion was made by Jaquez to forward the Draft FY 2006-2007 Budget to the Board for approval; a second was made by Young. The motion passed unanimously.

4.2 Response to Growing CMA Responsibilities

Fay advised the Committee that in response to the growth of the CMA's responsibilities and functions over the last year or so, staff has been reviewing policies, procedures and resource levels to assure to the extent possible the agency is ready for these new duties. In January, staff outlined a concept that would bring certain functions in-house that are now being provided through consultants. The Committee authorized staff to proceed and provide a detailed plan. Fay recommended the following Board actions:

1. Adopt the revision to the FY 2005-06 Budget, which includes the new positions that have been created to handle work previously provided by consultants.
2. Adopt Resolution 05-19 (Revised), Staff Salaries and Benefits for 2006, which specifies the salary ranges for the new positions.
3. Adopt the job specifications for Supervising Principle Transportation Engineer, Information Technology Specialist and Contracts Administrator and revised job specifications for Administrative Manager and Accounting Manager.

After a brief discussion a motion was made by Blalock to forward the forward the following items to the Board for approval; a second was mad by Lockhart. The motion passed unanimously.

4.3 Board Member Compensation

Fay reviewed the survey of the meeting compensation paid to Board members by other organizations in the East Bay. Based on this survey, he recommended that the Board consider an increase in Board member meeting compensation to \$125 per meeting. A motion was made by Blalock to forward this item to the Board for consideration and possible action; a second was made by Jaquez. The motion passed unanimously.

4.4 CMA Board Retreat: Follow-up

Fay noted that that 2006 Board retreat was successful and gave thanks to all those who attended. He then advised the Committee that the presentation and handout material was available on the CMA website.

5.0 CONTRACTS, AGREEMENTS AND CONSTRUCTION STATUS REPORTS

5.1 I-680 Smart Carpool Lane: Cooperative Agreement with Caltrans for Final Design

Hart recommended that the CMA Board authorize the Executive Director to sign the Cooperative Agreement with Caltrans for final design and Plans, Specifications and Estimates (PS&E) for the I-680 Smart Carpool Lane. The CMA will be using professional services for the design work previously authorized by the Board. A motion was made by Haggerty to forward staff recommendation to the Board for approval; a second was made by Blalock. The motion passed unanimously.

5.2 I-580 EB Interim HOV Lane Project Charter

Garcia advised the Committee that the project charter identifies the scope and represents agreement on key elements of project development for the I-580 EB Interim HOV Lane Project, between the Alameda County CMA, Caltrans, Alameda County Public Works Agency, the cities of Livermore, Dublin, and Pleasanton and the Livermore-Amador Valley Transit Authority. He recommended that the Board authorize the Executive Director to sign the charter. A motion was made by Haggerty to forward staff recommendation to the Board for approval; a second was made by Blalock. The motion passed unanimously.

5.3 Uptown Transit Center: Construction Contract Award

Minoofar advised the Committee that on January 19th, 2006, the CMA received four bids for the Uptown Transit Center construction contract. The low bidder was NTK Construction with a bid of \$1,590,918. The engineer's estimate was \$1,846,375. He recommended that the CMA Board award the Uptown Transit Center construction contract to NTK Construction, Inc., for an amount not to exceed \$1,750,000, which includes a 10% contingency above the base bid amount. If for any reason the low bidder is unable or unwilling to execute a contract or provide required bonding, he recommended the CMA award the contract to the next bidder. A motion was made by Jaquez to forward staff recommendations to the Board for approval; a second was made by Young. The motion passed unanimously.

6.0 LEGISLATION/PUBLIC AFFAIRS

Chair Reid suggested combining agenda items 6.1, 6.2 and 6.3. The Committee agreed.

- 6.1 Sacramento Report**
- 6.2 Washington, DC Report**
- 6.3 State Infrastructure Package: Proposed Principles**

Fay reviewed two key aspects of Lynn Suter's Report dated February 2, 2006 and the Washington D.C. Report dated February 6, 2006. He then noted that the Governor and the Legislature have proposed infrastructure plans that involve bonds. Prior to the January Board meeting, the Chair and Vice Chair sent a letter to Senator Perata expressing the CMA's initial views. At the January meeting, the Board adopted three key advocacy points relative to a state infrastructure bond. The Bay Area CMA Executive Directors have also prepared a core set of principles for our respective boards to consider. These principles address the Board's points from the January meeting. Fay recommended that the Board adopt the Executive Directors' principles with the additions suggested in his memo. The Committee suggested specifically noting local roads and transit in Principle 6, using the term Self-help counties in Principle 10, and adding a phrase to the second bullet of Principle 11 to specifically cite that large projects would include highways and transit. A motion was made by Haggerty to forward staff recommendation to the Board for approval with the three amendments suggested by the Committee; a second was made by Blalock. The motion passed unanimously.

7.0 STAFF AND COMMITTEE MEMBER REPORTS

There were no reports.

8.0 ADJOURNMENT/NEXT MEETING: MONDAY, MARCH 13, 2006

Chair Reid adjourned the Committee until the Monday, March 13, 2006 meeting at 9:30 a.m. at the CMA office.

Attest By:



Christina Muller, Board Secretary



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

ADMINISTRATION & LEGISLATION COMMITTEE

ROSTER OF ATTENDANCE

FEBRUARY 13, 2006

CMA BOARD ROOM

OAKLAND, CALIFORNIA

JURISDICTION/
ORGANIZATION

PHONE #

E-MAIL

NAME

- | NAME | JURISDICTION/
ORGANIZATION | PHONE # | E-MAIL |
|--------------------------|-------------------------------|----------------|----------------------------|
| Christina Muller | Staff | 510 836 2560 | cmuller@accma.ca.gov |
| 2. Zach Wasserman | WPBD | 834 6600 | z.wasserman@wpbd.com |
| 3. Dolores Jaquez | AC | | |
| 4. Jeff Widen | Piedmont | 428-1648 | JWiden@ci.piedmont.ca.us |
| 5. Larry R. Paul | Oakland | 838-7007 | L.R.Paul@Oakland.net |
| 6. Tom Blalock | BART | 490-7565 | |
| 7. Scott Hagge | ALAMEDA COUNTY | 510-272-6691 | Scott.Hagge@acgov.ca.gov |
| 8. Janet Voth | Dublin | | |
| 9. Julia Young | San Leandro | | |
| 10. Stefan Garcia | Staff | 510 836 2560 | sgarcia@accma.ca.gov |
| 11. [Signature] | " | 4 | |
| 12. Jay Harty | " | | |
| 13. Dennis Lay | " | | |
| 14. CYRUS MINOOFAR | " | | |
| 15. Anush Nejad | Kimly-hora | 510-625-0712 | anush.nejad@kimly-hora.com |
| 16. ROBERT DELROSARIO | ACTRANSIT | 510.891.4754 | rdelrosario@actransit.org |
| 17. M.A. Todd | staff | | |
| 18. Yvonne Chan | staff | | |
| 19. Rebecca Johnson | Tri-Valley Herald | 925-416-4882 | rjohnson@angnews.com |
| 20. James O'Brien | ACMA Project Monitoring | (510) 502-4357 | james@advancepol.com |
| 21. Sarawana Subramaniam | CMA staff | | |
| 22. Tina Spencer | AC TRANSIT | 510.891.4754 | tspencer@actransit.org |
| 23. | | | |

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

March 13, 2006

Agenda Item 4.1

FY 2006-2007 BUDGET

TOTAL REVENUES & EXPENDITURES

	FY 2005/2006 Revised Budget	FY 2006/2007 Proposed Budget
REVENUES		
Grants: (see page 3 for detail)		
MTC	\$ 731,300	\$ 837,000
MTC - RM2	6,981,860	9,773,270
ACTIA / ACTA	3,070,000	5,927,000
Caltrans	6,436,960	2,467,550
TFCA - Program Manager Fund	472,340	239,500
TFCA - Regional Fund	590,500	274,000
CMA Exchange Program	4,768,876	3,397,960
AC TRANSIT	9,301,000	6,960,833
OTHERS	77,000	9,000,000
SUBTOTAL	\$ 32,429,836	\$ 38,877,113
General revenues:		
Member Agencies Fees (see page 2 for detail)	736,216	761,984
Interest	20,000	8,000
Others	20,000	-
TOTAL REVENUES	\$ 33,206,052	\$ 39,647,097
EXPENDITURES		
Salaries	\$ 1,160,000	\$ 1,710,000
Employee Benefits (incl. approved time off)	518,500	787,100
Salary Related Expenses	65,000	85,000
Board Meeting per diem	40,000	50,000
Transportation/Travel-Special Events	65,000	75,000
Training	10,000	12,000
Office Space	290,000	323,243
Postage/Reproduction	25,000	30,000
Office Expenses/Equipment Leases	140,000	176,000
Computer Support	40,000	50,000
Website Service	15,000	20,000
Misc. Expenses	3,000	3,000
Office Furniture/Equipments	72,000	45,000
Building Improvements	156,000	-
Insurance	10,000	12,000
Legal Counsel	97,000	97,000
Accounting Software Annual Support	4,100	4,100
Temporary Employees	30,000	10,000
Annual Audit	40,000	40,000
Interest Expense	50,000	100,000
EDAB Membership	5,000	5,000
Consultants: For Projects (see page 3 for detail)	29,913,974	34,974,866
Consultants: On Call*	30,000	100,000
Consultants: DBE/SBE/LBE	40,000	10,000
Consultants: Investment Advisor	20,000	20,000
Legislative Advocacy (Sacramento & Washington DC)	97,500	98,400
TOTAL EXPENDITURES	\$ 32,937,074	\$ 38,837,709
Reserved Fund (Altamont Commuter Express)	\$ (243,704)	\$ (190,000)
Financial Reserves**	\$ -	\$ (300,000)
Retiree Health Benefit Reserves	\$ -	\$ (50,000)
Excess of revenues over (under) expenditures	\$ 25,274	\$ 269,387

* On call consultants for various tasks including project budget and schedule control, special studies such as a review of TOD issues, annual compensation analysis, and annual report preparation.

** Increase in financial reserves in accordance w/adopted administrative code for a total reserve of \$1,900,000.

PAGE 5

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY FY 2006-2007 BUDGET

	Total Fuel Tax Subventions* (S & H Code Section 2105)		Proposition 111 Subventions*				
CITIES/COUNTY	2005/06	2005/06	Percent	FY 03/04 Fees	FY 04/05 Fees	FY 05/06 Fees	FY 06/07 Fees
City of Alameda	\$ 1,385,506	\$ 466,679	3.13%	\$ 22,584	\$ 22,946	\$ 23,010	\$ 23,815
City of Albany	313,923	104,539	0.70%	5,079	5,140	5,154	5,335
City of Berkeley	1,932,819	651,401	4.36%	31,712	32,028	32,118	33,242
City of Dublin	711,598	238,695	1.60%	9,905	10,884	11,769	12,181
City of Emeryville	144,400	47,739	0.32%	2,218	2,308	2,354	2,436
City of Fremont	3,851,724	1,302,018	8.72%	63,006	63,993	64,197	66,444
City of Hayward	2,669,657	901,231	6.04%	43,806	44,312	44,436	45,991
City of Livermore	1,452,195	489,291	3.28%	22,877	23,897	24,125	24,969
City of Newark	814,966	273,743	1.83%	13,236	13,460	13,497	13,970
City of Oakland	7,581,721	2,566,697	17.19%	124,477	126,201	126,554	130,983
City of Piedmont	209,169	69,360	0.46%	3,369	3,410	3,420	3,540
City of Pleasanton	1,242,484	418,186	2.80%	19,914	20,517	20,619	21,341
City of San Leandro	1,505,790	507,462	3.40%	24,654	24,914	25,021	25,897
City of Union City	1,300,982	438,021	2.93%	20,889	21,537	21,597	22,353
Alameda County	20,490,630	6,456,483	43.24%	328,491	320,669	318,344	329,486
	\$ 45,607,562	\$ 14,931,545	100.00%	\$ 736,216	\$ 736,216	\$ 736,216	\$ 761,984
Percent of Prop 111 Funds				4.93%	4.93%	4.93%	5.10%
Percent of Total Fuel Tax Subventions				1.61%	1.61%	1.61%	1.67%

* Estimate by State Department of Finance (DOF).

History of City/County Fees		
Fiscal Year	Fees	% Change
1991-92	\$ 1,132,953.00	N/A
1992-93	831,241.00	-26.63%
1993-94	639,084.00	-23.12%
1994-95	581,195.00	-9.06%
1995-96	581,327.00	0.02%
1996-97	599,880.00	3.19%
1997-98	631,858.00	5.33%
1998-99	656,438.00	3.89%
1999-00	704,417.00	7.31%
2000-01	711,320.00	0.98%
2001-02	736,216.00	3.50%
2002-03	736,216.00	0.00%
2003-04	736,216.00	0.00%
2004-05	736,216.00	0.00%
2005-06	736,216.00	0.00%
2006-07	761,984.00	3.50%

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
FY 2006-2007 BUDGET
REVENUES / EXPENDITURES BY PROJECTS

	FY 2005/2006 Revised Budget		FY 2006/2007 Approved Budget	
	REVENUE	EXPENSE	REVENUE	EXPENSE
MTC				
TEA 21 Planning Support:	\$ 460,000		\$ 595,000	
- LOS Monitoring		52,000		13,000
- CMP		25,000		25,000
- Countywide Transportation Plan		25,000		25,000
- CMA Travel Model Support		15,000		15,000
Transportation Land Use Work Program	151,300	26,300	150,000	25,000
Countywide Bicycle Plan (TDA Article 3)	20,000	16,000	12,000	4,000
Community Based Transportation	100,000	100,000	80,000	80,000
Subtotal	\$ 731,300	\$ 259,300	\$ 837,000	\$ 187,000
MTC - RM2				
Rt. 84 Dumbarton HOV On-Ramp	\$ 4,500	\$ 3,000	\$ -	\$ -
Rt. 84 Dumbarton HOV Extension	20,000	5,000	640,000	600,000
Grand Ave. Signal Modification	1,024,600	990,420	2,533,450	2,453,400
Rt. 84/Ardenwood Park & Ride	1,601,840	1,579,000	1,515,380	1,345,000
I-880 North Safety Improvements	485,000	435,000	650,000	618,000
I-580 EB HOV Design	3,216,400	3,000,000	3,012,300	2,900,000
I-580 WB HOV & I-680 Connector	629,520	500,000	1,422,140	1,160,000
Subtotal	\$ 6,981,860	\$ 6,512,420	\$ 9,773,270	\$ 9,076,400
ACTIA / ACTA				
Altamont Commuter Express Operating Cost	\$ 2,000,000	\$ 1,756,296	\$ 2,000,000	\$ 1,810,000
Capital Improvement on ACE	35,000	35,000	1,050,000	1,050,000
I-680 Smart PE/ENV (Phase 2)	390,000	390,000	-	-
I-680 Smart PS&E (Phase 3)	515,000	515,000	864,000	864,000
Countywide Bicycle Plan	30,000	25,000	18,000	6,000
Central Freeway	100,000	26,000	965,000	700,000
I-680 Smart Equip (phase 7)	-	-	90,000	90,000
I-680 Cross Connector PSR	-	-	940,000	846,000
Subtotal	\$ 3,070,000	\$ 2,747,296	\$ 5,927,000	\$ 5,366,000
Caltrans				
CMAQ: SMART Corridor Operations & Management (Contra Co: \$	220,000	\$ 200,000	\$ 260,000	\$ 240,000
CMAQ: SMART Corridor Operations & Management (Alameda)	330,000	300,000	390,000	360,000
East Bay SMART Corridors Incident Management	128,900	128,900	-	-
I-680 Soundwall Construction	2,950,000	2,950,000	-	-
I-680 North and Southbound Design	894,160	810,000	-	-
I-580 HOV EIR & Project Report	855,400	720,000	316,550	250,000
I-580/Tri-Valley Triangle Analysis	137,500	137,500	-	-
I-680 Smart PSR (phase 2)	573,000	401,000	-	-
I-680 Smart PS&E (phase 3)	90,000	90,000	900,000	688,000
STIP Project Monitoring	110,000	50,000	240,000	180,000
I-680 Smart Equip (phase 7)	-	-	361,000	361,000
Dynamic Ridesharing	148,000	144,500	-	-
Subtotal	\$ 6,436,960	\$ 5,931,900	\$ 2,467,550	\$ 2,079,000
TFCA - Program Manager Fund				
Administration Revenue	\$ 33,840	\$ 50,000	\$ -	\$ 5,000
East 14th / Int'l Blvd. - Transit Signal Priority (phase 2&4)	301,500	291,516	102,000	97,008
Guaranteed Ride Home Program	137,000	125,000	137,500	125,000
Subtotal	\$ 472,340	\$ 466,516	\$ 239,500	\$ 227,008
TFCA - Regional Fund				
East 14th / Int'l Blvd -Transit Signal Priority (Phase 3)	\$ 301,500	\$ 291,516	\$ 102,000	\$ 97,008
Travel Choice	45,000	45,000	90,000	90,000
Telegraph Transit Signal Priority	244,000	235,936	82,000	77,968
Subtotal	\$ 590,500	\$ 572,452	\$ 274,000	\$ 264,976

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
FY 2006-2007 BUDGET
REVENUES / EXPENDITURES BY PROJECTS**

	FY 2005/2006 Approved Budget		FY 2006/2007 Approved Budget	
	REVENUE	EXPENSE	REVENUE	EXPENSE
<u>CMA Exchange Program</u>				
Project Monitoring & Oversight	\$ 347,200	\$ 237,600	\$ 335,400	\$ 250,000
I-680 North & Southbound Design	218,000	200,000	-	-
I-680 Soundwall	565,960	540,000	-	-
I-680 Soundwall Design	25,960	-	1,036,470	960,000
ACCMA 2004 Countywide Model Update	291,000	286,000	109,000	100,000
Tri-Valley Triangle Analysis	137,500	137,500	-	-
Dynamic Ridesharing	25,700	25,700	-	-
I-880 North Safety Improvements	42,480	-	31,860	-
East Bay SMART Corridors Incident Management	132,900	132,900	21,000	13,800
SMART Corridors - Intel Project	2,760,000	2,668,608	930,600	884,904
Travel Choice	60,000	56,500	900,000	86,000
CMA TIP Administration	162,176	54,696	33,630	-
Subtotal	\$ 4,768,876	\$ 4,339,504	\$ 3,397,960	\$ 2,294,704
<u>AC TRANSIT</u>				
Traffic Signal Upgrades (Broadway)	\$ 429,000	\$ 414,792	\$ 145,000	\$ 137,896
INTEL Project (AC Transit: Measure B + RM2)	8,287,000	8,036,632	4,760,900	4,603,856
Net Bus	-	-	234,933	211,439
San Pablo	480,000	452,262	1,720,000	1,669,147
Grand Ave (TFCA)	105,000	103,900	100,000	97,440
Subtotal	\$ 9,301,000	\$ 9,007,586	\$ 6,960,833	\$ 6,719,778
<u>OTHERS</u>				
Tri-Valley Triangle Analysis (Local)	\$ 71,000	\$ 71,000	\$ -	\$ -
SAFTEA-LU I-580 TMP	-	-	9,000,000	8,760,000
West CAT AVL (WCCTAC)	6,000	6,000	-	-
Subtotal	\$ 77,000	\$ 77,000	\$ 9,000,000	\$ 8,760,000
TOTAL	\$ 32,429,836	\$ 29,913,974	\$ 38,877,113	\$ 34,974,866

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
Board Approved Projects for
TRANSPORTATION FUND FOR CLEAN AIR

	FY 2005/2006 Approved Budget	FY 2006/2007 Proposed Budget
REVENUES:		
Programmed revenues	\$ 1,800,000	\$ 1,856,000
Interest	90,000	110,000
TOTAL REVENUES	\$ 1,890,000	\$ 1,966,000

<u>SPONSOR</u>	<u>PROJECT</u>	Approved Programmed Amount	Project Avail. Balance As of 1/31/06
ACCMA	Transit Bus Priority Systems, International Blvd.	\$ 500,000	\$ 403,000
ACCMA	Guaranteed Ride Home Program	231,200	86,000
ACCMA	E 14th Street Signal Timing	395,000	395,000
BART	Fruitvale Attended Bicycle Parking Facility	400,000	55,000
BART	Electronic Bike Lockers	50,000	50,000
Berkeley	Berkeley BART: Attended Bikestation	86,136	86,136
Berkeley	City Carshare - Eastbay Expansion	125,996	30,000
Berkeley	Citywide Bike Parking Program	25,000	25,000
Emeryville	Class II Bicycle Lane-Doyle Street Greenway	50,000	50,000
Fremont	CNG Refueling Station-Fremont	96,242	68,000
Fremont	Class II Bicycle Lane-Fremont Blvd.	100,250	83,000
Fremont	Signal Retiming: Automall, Paseo Padre, Warm Spring	123,000	123,000
LAVTA	ACE Shuttle to the Dublin/Pleasanton BART Station	83,934	50,000
Livermore	Arroyo Mocho Trail Extension	86,803	87,000
Oakland	CNG Refueling Station-Oakland	225,000	225,000
Oakland	Coliseum BART Bus Stop Relocation	192,000	187,000
Union City	CNG Facility Improvement	120,000	120,000
TOTAL		\$ 2,890,561	\$ 2,123,136

*This is not a budget or financial statement, this page is provided for information only

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
Board Approved Projects for
CMA TIP Fund

<u>Sponsor - Project</u>	Approved Programmed Amount	Project Avail. Balance As of 1/31/06
Federal Match	\$ 1,956,000	\$ 1,063,000
Set Aside For Economic Uncertainties	4,950,000	4,950,000
ACCMA - SMART Corridors	1,176,000	104,000
ACCMA - SMART Corridors O&M	92,000	92,000
ACCMA - Fair Lanes & Dynamic	60,900	34,000
ACCMA - ACE Trackage & Maintenance Improvements	2,500,000	2,490,000
ACCMA - Project Monitoring	1,855,000	1,400,000
ACCMA - Administration	688,400	438,000
ACCMA - I-680 Sunol Grade	2,058,000	1,304,000
ACCMA - Triangle Analysis	200,000	40,000
ACCMA - International Blvd.	4,500,000	2,900,000
ACCMA - CMA Countywide Travel Model Update	400,000	320,000
Alameda - Remove Rail & Resurface Clement Ave.	256,000	256,000
Alameda - Fernside Blvd. Resurfacing	135,000	135,000
Alameda - Lincoln Middle School Safety	163,000	163,000
County-Pleasanton BART Station	3,675,000	3,675,000
County-Crow Canyon Road	450,000	450,000
Albany - Pierce St. Reconstruction	87,000	87,000
Albany - Ohlone Greenway Intersectin Alignments	37,000	37,000
BART-Warm Springs Extention	2,163,000	277,000
BART-AFC Modernization	2,283,000	1,420,000
BART-West Dublin BART Station	6,900,000	6,900,000
Oakland-CEDA Downtown Intermodal Transit Center	1,450,000	1,450,000
Berkeley-Spruce St. Safety	100,000	100,000
Berkeley-Piedmont Circle Ped. Safety	128,000	128,000
Dublin - Amador Valley Blvd.	289,000	289,000
Emeryville - Intermodal Transfer Station	890,000	890,000
Emeryville - I-80/Ashby/Bay Interchange	313,000	267,000
Emeryville - Park Avenue	57,000	57,000
Fremont - Wash Blvd./Paseo Padre	1,745,000	1,745,000
Fremont - Street Overlay (dBayview, Walnut, Farewell)	467,000	467,000
Hayward - Industrial Blvd Pavement Rehab	280,000	280,000
Hayward - West A Street Rehab	16,000	16,000
Hayward - Hesperian Blvd. Rehab (Tennyson-Sleepy Hollow)	22,000	22,000
Livermore - Streets Resurfacing - 2007	178,000	178,000
Newark - Central Ave. Overpass	630,000	630,000
Newark - Thornton Ave Widening	405,000	405,000
Newark - Stevenson Blvd. Overlay I-880 to Cherry Street	151,000	151,000
Newark - Jarvis Overlay	99,000	99,000
Newark - Hayley Ave. Overlay	79,000	79,000
Oakland -MacArthur BART Station	500,000	500,000
Oakland - City of Oakland: Annual Street Resurfacing	349,000	349,000
Oakland - Measure B Match for Fed STP LSR Project	278,000	278,000
Oakland - Traffic Signal: 73rd/Garfield	275,000	275,000
Piedmont - Lower Grand at Arroyo and Rose	82,000	82,000
Pleasanton - Bernal Ave. - First Street to Windmill Way	232,000	232,000
Pleasanton - W. Las Positas Blvd. Resurfacing	153,000	153,000
San Leandro - Florestra Blvd. Rehab	12,000	12,000
Union City - Intermodal Station	1,000,000	300,000
Union City - Whipple Road Rehabilitation	241,000	241,000
Union City - UC Blvd. Rehab	127,000	127,000
Union City - Pavement Rehab: B,C,D,E, & 7th & 8th Streets	151,000	151,000
City CarShare Expansion Camp	40,000	5,000
TOTAL	\$ 47,324,300	\$ 38,493,000

*This is not a budget or financial statement, this page is provided for information only

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
WORK PROGRAM MILESTONES
Fiscal Year 2006-2007**

<u>Date</u>	<u>Milestone</u>
1 st Quarter	<ul style="list-style-type: none"> • Roadway level of service (LOS) monitoring • Coordinate Housing Needs Determination Methodology in consultation with ABAG and local jurisdictions • Develop “Best Practices” for Transit Oriented Development (TOD) in Alameda County • Complete development of countywide travel model, including final report • Dynamic Ridesharing Pilot Program – Final Report • Central County Freeway Study – begin study • Grand Ave and MacArthur SMART and Rapid Bus Corridor – complete design • SMART Corridors Program – strategy for capital investment to reduce O&M costs • Dumbarton Bridge approach HOV lane extension – complete Plans, Specifications & Estimates (PS&E) • Ardenwood Park & Ride Lot – start construction • I-580 Tri Valley Transportation Management Plan (TMP) – award construction contract • I-580 Tri Valley Eastbound Interim HOV Lane – environmental document complete • I-580 Tri Valley right of way protection for BART – begin environmental documentation • I-680 Smart Carpool Lane Project – stakeholder interviews and public opinion poll • Quarterly budget review • LBE, SBE and DBE Programs – quarterly reports to Administration & Legislation Committee • CMA Exchange Program Administration and Oversight • Project monitoring, reporting, oversight, and control (STIP, TCRP, ACTIA, TFCA, RM2, federally funded and CMA sponsored projects)
2 nd Quarter	<ul style="list-style-type: none"> • 2005-06 “State of Transportation in Alameda County” Report • Report to Air District on TFCA vehicle registration fee program • Revise TFCA vehicle registration fee program guidelines, as appropriate • 2007 CMA Legislative Program • Conformance of cities/County with Congestion Management Program • Countywide Traffic Impact Fee reevaluation – Final Report • East Oakland Community Based Transportation Plan – Final Report

- 2nd Quarter (cont'd)
- Berkeley Community Based Transportation Plan – Final Report
 - TFCA Exchange Fund program of projects (TFCA funds exchanged with MTC for CMAQ funds)
 - Uptown Transit Center, Oakland – complete construction
 - E 14th/Int'l Blvd/Broadway/Telegraph SMART and Rapid Bus Corridor – complete construction of non-Rapid elements
 - Ardenwood Park & Ride Lot – complete construction
 - Dumbarton Bridge approach HOV lane extension – start construction
 - I-580 Tri Valley Eastbound Interim HOV Lane – complete Plans, Specifications & Estimates (PS&E)
 - I-680 Smart Carpool Lane Project – Plans, Specifications & Estimates to Caltrans
 - Annual audit
 - Quarterly budget review
 - LBE, SBE and DBE Programs – quarterly reports to Administration & Legislation Committee
 - CMA Exchange Program Administration and Oversight
 - Project monitoring, reporting, oversight, and control (STIP, TCRP, ACTIA, TFCA, RM2, federally funded and CMA sponsored projects)
- 3rd Quarter
- Agency Organizational Workshop/Retreat
 - Annual Report
 - CMA Work Plan and FY 07-08 Budget
 - Report on attainment of DBE Goals in FY 2005-06
 - 2005-06 “Mobility Monitor”
 - Countywide Bicycle Plan – annual review of status of high priority projects and network updates, as needed
 - Draft 2007-08 TFCA vehicle registration fee program
 - Begin development of 2007 Congestion Management Program
 - SMART Corridors Operations and Management – commitments for 2007-8 costs
 - Grand Ave and MacArthur SMART and Rapid Bus Corridor – start construction
 - I-880 North Safety Improvements (Fruitvale area) – environmental document/PSR/PR
 - I-880 North Safety Improvements (Fruitvale area) – begin design
 - I-580 Tri Valley Eastbound Interim HOV Lane – advertise construction contract
 - I-580/I-680 Connector – complete Project Study Report
 - I-680 Smart Carpool Lane Project – right of way certification
 - I-680 Smart Carpool Lane Project – electronic toll system project development plan
 - Quarterly budget review
 - LBE, SBE and DBE Programs – quarterly reports to Administration & Legislation Committee

- 3rd Quarter (cont'd)
- CMA Exchange Program Administration and Oversight
 - Project monitoring, reporting, oversight, and control (STIP, TCRP, ACTIA, TFCA, RM2, federally funded and CMA sponsored projects)
- 4th Quarter
- Annual Statements of Financial Interest
 - Final 2007-08 TFCA vehicle registration fee program
 - Solicit candidate projects for 2008 State Transportation Improvement Program (STIP)
 - Central County Freeway Study – Final Report
 - E 14th/Int'l Blvd/Broadway/Telegraph SMART and Rapid Bus Corridor – Project close-out
 - SMART Corridors Operations and Management – second year field maintenance contract
 - I-580 Soundwalls Oakland (14th and Ardley) – complete design
 - I-580 Soundwalls San Leandro (Estudillo to 141st) – complete design
 - I-680/I-880 Cross Connector Project Study Report – draft report
 - I-580 Tri Valley Transportation Management Plan (TMP) – complete construction
 - I-580 Tri Valley Eastbound Interim HOV Lane – start construction
 - I-580 Tri Valley Corridor Improvements (ultimate project) – begin environmental documentation
 - I-580 Tri Valley High Occupancy Toll (HOT) Lane supplemental Project Study Report
 - I-680 Smart Carpool Lane Project – ready to list for construction bids
 - I-680 Smart Carpool Lane Project – begin electronic toll system software design and procurement
 - Quarterly budget review
 - LBE, SBE and DBE Programs – quarterly reports to Administration & Legislation Committee
 - CMA Exchange Program Administration and Oversight
 - Project monitoring, reporting, oversight, and control (STIP, TCRP, ACTIA, TFCA, RM2, federally funded and CMA sponsored projects)

Milestones will be determined based on work by others or as part of CMA work program:

- Projects for federal funding programs (timing based on MTC)
- Dynamic ridesharing pilot program – next steps
- I-580/I-680 Connector – environmental document
- Northbound I-680 HOV lane

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
WORK PROGRAM
Fiscal Year 2006-2007

Administration

- | | |
|---|-------------------------------|
| 1. CMA Work Plans and Budgets | |
| • Draft CMA Work Plan and FY 07-08 Budget | 3 rd Quarter |
| • Final CMA Work Plan and FY 07-08 Budget | 3 rd Quarter |
| • Revise/ Amend Annual Work Plan/Budget | Quarterly Review |
| 2. Legislation/ Advocacy | |
| • 2007 Legislative Program | 2 nd Quarter |
| • Analysis of Legislation | Ongoing |
| • Provide cities, County and transit operators with information on legislation | Ongoing |
| • Participate in statewide and region-wide CMA forums | Ongoing |
| • Public Outreach | |
| > CMA Newsletter | Monthly |
| > 2005-06 "State of Transportation in Alameda County" Report | 2 nd Quarter |
| > 2005-06 Mobility Monitor | 3 rd Quarter |
| > Other project specific newsletters | As required |
| 3. CMA Board & Committees/ ACTAC | |
| • General Support | Ongoing |
| • Annual Statements of Financial Interest | 4 th Quarter |
| • Agency organizational workshop/ retreat | 3 rd Quarter |
| 4. Management Systems | |
| • Contract Administration, Accounting, etc. | Ongoing |
| • Office management | Ongoing |
| • Website maintenance and updates | Ongoing |
| • Funds Management | Ongoing |
| • Personnel and Benefits management | Ongoing |
| • Progress reports to MTC, ACTIA, RM2, BAAQMD, State and Feds pursuant to funding contract | Quarterly |
| • Financial Reports | Monthly |
| • Annual Audit | 2 nd Quarter |
| • Report on attainment of DBE goals in FY 2005-06 | 3 rd Quarter |
| • Report on DBE, LBE and SBE programs to Administration & Legislation Committee | Quarterly |
| • Contractor/ consultant Outreach | Ongoing |
| • Project monitoring, reporting, oversight and control (STIP, ACTIA, TFCA, TCRP, RM2, federally funded projects and CMA sponsored projects) | Quarterly |
| • CMA Exchange Program administration & oversight | Ongoing/
Quarterly Reports |

5. Service/Reporting
 - Annual Report
6. Legal Services

3rd Quarter

Ongoing

Congestion Management Program

- | | |
|---|-------------------------|
| 1. Transportation Network and Roadway Service Standards | |
| • Roadway Level of Service (LOS) Monitoring | Spring 2006 |
| • Final LOS Report | 1 st Quarter |
| • Assist in the continued refinement of MTC's Metropolitan Transportation System | As needed |
| 2. Performance Element | |
| • Annual performance reports | |
| > 2005-06 "State of Transportation in Alameda County" report | 2 nd Quarter |
| > 2005-06 Mobility Monitor | 3 rd Quarter |
| 3. Trip Reduction Program | |
| • Annual Monitoring | 2 nd Quarter |
| • Implementation of Guaranteed Ride Home Program | Ongoing |
| 4. Land Use Impacts Program | |
| • Annual Monitoring | 2 nd Quarter |
| • Transportation – Land Use Connection, <i>T-Plus</i> , based on MTC approved work program: | |
| > Coordinate MTC Resolution 3434 Transit Oriented Development (TOD) policies with affected jurisdictions | Ongoing |
| > Monitor progress of TOD projects identified in Countywide Transportation Plan | Ongoing |
| > Provide implementation assistance for TOD projects identified in Countywide Transportation Plan | Ongoing |
| > Incorporate ABAG's Projections 2007 into CMA travel model | Early 2008 |
| > Develop 'Best Practices' for TOD in Alameda County | 1 st Quarter |
| > Coordinate Housing Needs Determination Methodology in consultation with ABAG and local jurisdictions | 1 st Quarter |
| > Countywide Traffic Impact Fee Reevaluation (CMA conducted an evaluation in the early 90s; MTC has requested this matter be reevaluated as part of its T-Plus contract with the CMAs) – Final Report | 2 nd Quarter |
| > Provide support for TLC/HIP Program | On-going |
| • Coordination of land use/transportation impacts among two or more CMAs | Ongoing |
| • Review of General Plan Amendments/large projects and associated environmental documents | As necessary |

- | | |
|---|---|
| <p>5. Capital Improvement Program</p> <ul style="list-style-type: none"> • Participate in the development of MTC funding policies, including refining criteria, identifying and ranking projects, soliciting project proposals and developing a capital improvement program <ul style="list-style-type: none"> > Solicit candidate projects for 2008 STIP > Draft 2008 STIP list > Final 2008 STIP list to MTC (include in CMP) > MTC Action on 2008 Regional Transportation Improvement Program (RTIP) > 2008 State Transportation Improvement Program (STIP) Adoption by CTC > Solicit projects for federal funding programs > Amend CMP, as needed, to incorporate federally funded projects • Project Monitoring | <p>4th Quarter
Summer 2007
Fall 2007</p> <p>December 2007</p> <p>March 2008
tbd</p> <p>tbd
Ongoing</p> |
| <p>6. Travel Modeling</p> <ul style="list-style-type: none"> • Countywide model Updates <ul style="list-style-type: none"> > Begin development of new travel model in response to 2000 Census, consistent with MTC regional model > Complete development of travel model and Final Report • Land Use Data Base Updates: The Land Use Data base will require updating following each revision of the regional data base by ABAG. <ul style="list-style-type: none"> > Revise CMA land use database to recognize ABAG Projections 2007 | <p>Spring 2005</p> <p>1st Quarter</p> <p>Early 2008</p> |
| <p>7. Conformance Findings/Deficiency Plans</p> <ul style="list-style-type: none"> • Update CMP Conformance guidelines • Conformance of cities/county with CMP • Review of Deficiency Plans • Environmental Review | <p>As necessary</p> <p>2nd Quarter</p> <p>2nd Quarter</p> <p>Ongoing</p> |
| <p>8. Updates of the CMP</p> <ul style="list-style-type: none"> • Begin development of 2007 CMP • Release draft 2007 CMP • Final 2007 CMP | <p>3rd Quarter</p> <p>Summer 2007</p> <p>Fall 2007</p> |

Countywide Transportation Plan

1. Plan Implementation
 - Coordination of Plan with MTC's Regional Transportation Plan Ongoing
 - Coordination with Contra Costa, Santa Clara and San Joaquin counties Ongoing
2. Updates

Next update of the CWTP will occur in 2008
3. Corridor/Special Studies
 - San Pablo Avenue Corridor
 - > Follow-up actions as needed Ongoing
 - Countywide Bicycle Plan (TDA and Measure B funded)
 - > Complete Plan Update Spring 2006
 - > Annual review of status of high priority projects and network updates as needed 3rd Quarter
 - Tri-Valley Triangle Analysis (CMA TIP funded)
 - > Begin Analysis January 2005
 - > Final Report Spring 2006
 - Community Based Transportation Plans (MTC funded)
 - > West Oakland Plan
 - Final Report Spring 2006
 - > East Oakland Plan
 - Begin development of plan Spring 2006
 - Final Report 2nd Quarter
 - > Berkeley Plan
 - Begin development of plan Spring 2006
 - Final Report 2nd Quarter
 - Central County Freeway Study
 - > Begin Study 1st Quarter
 - > Alternatives Analysis 4th Quarter
 - > Draft Report Summer 2007
 - > Final Report Fall 2007
4. Coordination
 - Coordination with studies and programs by others (e.g., AC Transit's BRT Study and EIR, VTA's South Bay extension studies and environmental, BART's WSX environmental, BART's Oakland Airport Connector project) Ongoing
 - Participate in Air Quality Conformity Matters Ongoing

Funding Programs

1. Surface Transportation Program/ Congestion Mitigation & Air Quality Program
 - Federal funding programs (local streets & roads rehab, bike/ ped, TLC, Lifeline Transportation, etc.)
 - > Participate in the development of MTC funding policies, including criteria
 - > Review/ revise project application guidelines, as needed
 - > Solicit projects for federal funding program
 - > Rank and select projects for programs
 - > Amend CMP, as needed, to incorporate projects
 - At Risk Reports
2. State Transportation Improvement Program (STIP)
 - Participate in the development of funding policies, including refining criteria
 - Develop and adopt CMA programming policies for 2008 STIP
 - Solicit candidate projects for 2008 STIP
 - Draft 2008 STIP list
 - Final 2008 STIP list to MTC; include in CMP
 - MTC Action on 2008 Regional Transportation Improvement Program (RTIP)
 - CTC action on 2008 State Transportation Improvement Program (STIP)
 - At Risk Reports
3. CMA Exchange Program and Transportation Improvement Program (CMA TIP)
 - CMA Board adopts revised program
 - Agreements with exchange program sponsors
 - Agreements with CMA TIP project sponsors
 - Project Monitoring and Administration of CMA TIP
 - Program status reports
4. Transportation Fund for Clean Air (TFCA) Vehicle Registration Fee Program
 - Program Administration
 - > Revise guidelines, as appropriate
 - > Solicit candidate projects for FY 07-08 Program
 - > Prepare draft program for CMA Board consideration
 - > Final FY 07-08 program
 - Program Implementation
 - > At Risk Reports
 - > Keep necessary records including audit trail
 - > Report to Air District

Ongoing

tbd

tbd

tbd

tbd

Quarterly

Ongoing

4th Quarter

4th Quarter

Summer 2007

Fall 2007

December 2007

March 2008

Quarterly

As needed

Ongoing as needed

Ongoing as needed

Ongoing

Quarterly

2nd Quarter

3rd Quarter

3rd Quarter

4th Quarter

Quarterly

Ongoing

2nd Quarter

- > Audits by Air District
 - TFCA Exchange Funds (TFCA funding exchanged with MTC for CMAQ funds)
 - > Call for projects
 - > Exchange Fund program of projects
- tbd
- Spring 2006
2nd Quarter
5. Project Assistance
- Provide cities, County and transit operators with information on federal, state and regional funding programs
 - Assist with applications, follow-up and advocacy consistent with CMA policy
 - Work with TCRP implementing agencies to deliver projects where CMA is the applicant agency
- Ongoing
- Ongoing
- Ongoing

Project Implementation

1. E. 14th/Int'l Blvd/Broadway/Telegraph SMART and Rapid Bus Corridor (all costs reimbursed through grants – RM 2, CMA Exchange Program, TFCA, etc)
 - Complete construction of Rapid Bus elements
 - Complete construction of non-Rapid elements
 - Project close-out

June 2006
2nd Quarter
4th Quarter
2. Uptown Transit Center, Oakland (funded by AC Transit)
 - Award construction contract
 - Start construction
 - Complete construction

Spring 2006
Spring 2006
2nd Quarter
3. SMART Corridors: Grand Ave and MacArthur Corridor (all costs reimbursed through grants – RM 2 and TFCA)
 - Complete systems engineering
 - Start design
 - Complete design
 - Start construction
 - Complete construction

December 2005
Spring 2006
1st Quarter
3rd Quarter
Summer 2007
4. SMART Corridors Operations and Management
 - Concept for funding ongoing O&M Costs
 - Commitments for FY 2006-7 O&M Costs
 - Initial field maintenance contract
 - Commitments for FY 2007-8 O&M Costs
 - Second year field maintenance contract
 - Operations, maintenance and management
 - Strategy for capital investment to reduce O&M costs

Spring 2005
Winter 2006
Spring 2006
3rd Quarter
4th Quarter
Ongoing
1st Quarter
5. I-880 North Safety Improvements - Fruitvale Area Improvements (RM 2 funded)
 - Environmental document/PSR/PR
 - Begin Design
 - Complete design

3rd Quarter
3rd Quarter
Summer 2008
6. I-580 Soundwalls
 - Oakland soundwall (14th and Ardley)
 - > Begin Design
 - > Complete design
 - > Start Construction (pending funding)
 - San Leandro soundwall (Estudillo to 141st)
 - > Begin Design
 - > Complete design
 - > Award Construction contract (funds programmed in FY 2007-8)

Spring 2006
4th Quarter
tbd

Spring 2006
4th Quarter

Fall 2007

- | | |
|---|---|
| 7. Ardenwood Park & Ride Lot (RM 2 funded) | |
| <ul style="list-style-type: none"> • Complete PS&E • Start Construction • Complete construction | Spring 2006
1 st Quarter
2 nd Quarter |
| 8. Dumbarton Bridge Approach HOV Lane Extension (RM 2 funded) | |
| <ul style="list-style-type: none"> • Complete PS&E • Start Construction • Complete construction | 1 st Quarter
2 nd Quarter
Fall 2006 |
| 9. I-680/I-880 Cross Connector (Measure B funded) | |
| <ul style="list-style-type: none"> • Begin Project Study Report (PSR) • Draft PSR • Final PSR | Spring 2006
4 th Quarter
Summer 2007 |
| 10. I-580 Tri Valley Transportation Management Plan (TMP)
– strategies for handling impacts during construction
(TCRP and RM 2 funded) | |
| <ul style="list-style-type: none"> • Award construction contract • Complete construction | 1 st Quarter
4 th Quarter |
| 11. I-580 Tri Valley Eastbound Interim HOV Lane (TCRP and RM 2 funded) | |
| <ul style="list-style-type: none"> • Environmental document complete • Plans, Specifications & Estimates complete • Advertise construction contract • Start construction • Complete construction | 1 st Quarter
2 nd Quarter
3 rd Quarter
4 th Quarter
Spring 2009 |
| 12. I-580 Tri Valley Right of Way Protection for BART (TCRP and RM 2 funded) | |
| <ul style="list-style-type: none"> • Begin environmental documentation • Final Environmental Document • Begin right of way acquisition • Complete right of way acquisition | 1 st Quarter
Fall 2007
2008
2009 |
| 13. I-580/I-680 Connector (RM 2 funded) | |
| <ul style="list-style-type: none"> • Begin Project Study Report (PSR) – in cooperation with Caltrans • Complete PSR • Initiate Environmental Document • Final Environmental Document | Fall 2005
3 rd Quarter
tbd
tbd |
| 14. I-580 Tri Valley Corridor Improvements (Westbound HOV, EB ultimate, etc. -- RM 2 funded) | |
| <ul style="list-style-type: none"> • Begin environmental documentation • Complete environmental documentation | 4 th Quarter
2009 |

- | | |
|--|---|
| 15. I-580 High Occupancy Toll Lane (Livermore Valley) | |
| <ul style="list-style-type: none"> • Begin supplemental PSR including public outreach • Complete HOT lane PSR | April 2006
4 th Quarter |
| 16. I-680 HOV Lane Project (costs reimbursed through grants – STIP, federal and CMA TIP) – STIP funding availability could impact schedule for this project | |
| <ul style="list-style-type: none"> • Southbound Project <ul style="list-style-type: none"> > HOV Lane design complete (by Caltrans) > Start construction > Construction Complete • Northbound Project <ul style="list-style-type: none"> > Environmental Documentation (by Caltrans) > Implementation Strategy > Begin Construction > Construction Complete | FY 2006-07
Winter 2007
2009

Fall 2005
tbd
tbd
tbd |
| 17. I-680 SMART Carpool Lane Demonstration Project (Measure B, federal grant, and CMA TIP) – schedule depends of availability of STIP funding for underlying carpool lane project | |
| <ul style="list-style-type: none"> • Plans, Specifications and Estimates (PS&E) <ul style="list-style-type: none"> > PS&E to Caltrans > Right of way certification > Ready to list for construction > Begin construction > Complete construction • Electronic Toll System <ul style="list-style-type: none"> > Project development plan > Software design, equipment procurement and installation <ul style="list-style-type: none"> -- Begin work -- Complete design, procurement and installation > First year maintenance of hardware and software • Outreach and Marketing <ul style="list-style-type: none"> > Stakeholders interviews and public opinion poll > Meetings with stakeholders task force > Develop and implement marketing program | 2 nd Quarter
3 rd Quarter
4 th Quarter
Winter 2007
Winter 2009

3 rd Quarter

4 th Quarter
Fall 2009
2010

1 st Quarter
Ongoing
Winter 2008 |
| 18. Dynamic Ridesharing Pilot Program (Federal grant) | |
| <ul style="list-style-type: none"> • Complete pilot program • Final Report • Next steps | June 2006
1 st Quarter
tbd |
| 19. TravelChoice Program (TFCA and CMA funded) | |
| <ul style="list-style-type: none"> • Begin pilot • Complete pilot program and final report | January 2006
October 2007 |

20. Altamont Commuter Express (Measure B)
- Staff support and administration

Ongoing

Alameda County Congestion Management Agency

**Draft 2004/2005
Annual Report**

SECTION 1 **Setting the Stage**

As one of the most diverse counties in California—socially, economically, environmentally and culturally—Alameda County offers excellent weather and boundless recreational opportunities, supports major universities and research facilities. It is also home to rural, urban and agricultural communities. The county enjoys geographic diversity as well, from the cool coastal edges through the temperate hills to the hotter inland valleys. Reflecting this diversity, each area of the county has different transportation needs, facilities and resources.

In 1990, California voters recognized the tremendous growth in jobs and population throughout the state by passing Proposition 111. This proposition increased the statewide fuel tax to fund local, regional and state transportation projects and address growing congestion. It also required urban counties to designate an agency to plan and implement congestion management projects and programs with these new funds. Through a joint powers agreement with Alameda County, its 14 cities and local transit operators, the Alameda County Congestion Management Agency (CMA) was created in 1991 to fulfill this role and responsibility. The CMA works to improve mobility for Alameda County residents, workers, visitors and goods while incorporating the diverse values and expectations of the region.

Pullout—Anywhere in this section

As the local agency responsible for congestion management in Alameda County, the CMA strategically plans, funds and implements projects and programs for highway and transit expansion, local road improvements, transit maintenance and improvements to bicycle and pedestrian facilities.

The CMA prepares a list of recommended congestion reduction projects and programs for funding. In preparing this list the CMA relies on the partnership and cooperation of a number of other transportation-related agencies such as:

- Alameda County Transportation Improvement Authority (ACTIA)
- Metropolitan Transportation Commission (MTC)
- California Department of Transportation (Caltrans)
- California Transportation Commission (CTC)
- Other CMAs in the region
- Every local jurisdiction and transit provider in Alameda County

This report highlights the various projects and programs the CMA undertook or accomplished this past fiscal year.

SECTION 2 Leadership

A STATEMENT FROM THE BOARD

Larry Reid, Chair

The countywide transportation system is a system of multiple transportation modes—automobile, bus, rail, bicycle, walking—managed by multiple agencies. Planning, investment and implementation must be done cooperatively among these agencies for the system to function efficiently, despite increasing population and decreasing resources. In addition to the ongoing maintenance and operation of the county's transportation system, the CMA Board had a two-pronged approach for managing congestion under severe financial constraints.

First, the Board established a clear policy of creating "set-asides" for **high priority projects** to receive funding faster—thereby moving projects forward, faster. Each project demonstrated clear congestion-reducing benefits, not just to a particular area of the county, but to the benefit of the entire county. The Board implemented this policy by assigning high priority to five projects in the *2004 Countywide Transportation Plan*.

- I-680 SMART Carpool Lanes
- I-580 Tri-Valley Rapid Transit Corridor Improvements
- BART Oakland Airport Connector
- BART Warm Springs Extension
- Rapid Bus Corridor (San Leandro to Berkeley)

Second, the Board also took note of the increasing **freight** congestion on the I-580/I-238/I-880 corridor, a critical link for goods moving in and out of the region. In addition to major farm-to-market travel between the Central Valley and the Bay Area, the corridor is the primary gateway for nearly 20 percent, or \$81 billion, of the Bay Area's domestic trade flow. Since the Port of Oakland is the 4th busiest container port in the United States, we must formulate strategies aimed at improving the movement of goods.

With the governor's renewed focus on the state-of-the-State's infrastructure, the Board is eager to move forward on a number of projects that have been delayed due to financial constraints. Despite the greatly anticipated and long-awaited release of state's Proposition 42 transportation dollars, the Board continues to be strategic in allocating funds. Proposed projects and programs must meet the specific area needs, as well as demonstrate county-wide benefits. In short, we will look for projects and programs that lead to results.

To get results, we will continue to share resources and ideas with our transportation partners such as MTC, ACTIA, Caltrans, CTC, local jurisdictions, transit providers and other CMAs. We will also rely on the steady guidance of the CMA staff, whose technical knowledge, responsiveness and dedication must be

acknowledged. And true of any process focused on results, the Board will look to the customers we serve—Alameda County travelers.

A STATEMENT FROM THE EXECUTIVE DIRECTOR

Dennis R. Fay

In May 2005 we celebrated the Alameda County CMA's 14th anniversary. Consistent with recent years, we again experienced some disquiet and uncertainty. We watched closely the swelling federal deficit and unresolved state budget situation. We again were forced to stall several key transportation programs and projects that would help manage congestion. Like last year, we turned our attention to working with current project sponsors to leverage limited resources and to implement already programmed projects. Here are a number of **highlights**.

- In July, the Board adopted the 2004 *Countywide Transportation Plan* update, the long-range policy document that guides decisions and articulates the vision for Alameda County's transportation system.
- In November, the Board adopted the 2005 *Congestion Management Program* update. This document sets forth strategies for implementing the long-range *Countywide Transportation Plan*. Updated during odd numbered years, the CMP deals with day-to-day problems congestion causes.
- Following the Board's direction to take action on **five high priority projects**, the CMA spearheaded cooperative alliances to get these projects moving.
- In May 2004, the CMA Board adopted an Implementation Plan for **Regional Measure 2**. In order to accomplish the significant amount of work expected over the next two years, the Board approved two new staff positions: Project Engineer to assist in project implementation and Project Accountant/Database Coordinator to assist the Accounting Manager and Project Managers. The CMA's primary role in implementing RM2 projects will be managing all phases of project development for four key projects where the CMA is the sponsor or co-sponsor.
 - I-580 Tri-Valley Rapid Transit Corridor Improvements (I-580 HOV Lanes and I-580/I-680 Direct Connector)
 - I-880 North Safety Improvements (I-880/29th Avenue Interchange Improvements and I-880/Grand Avenue HOV On-Ramp).
 - Regional Express Bus Improvements (SR-84 HOV Lane Extension, Ardenwood Park-and-Ride and West Grand Avenue Transit Enhancements
 - Dumbarton Bridge Commuter Rail Service

The CMA will be the lead agency for implementing all or parts of the first three listed projects, totaling about \$97 million in RM2 funds and with a construction cost of approximately \$400 million (San Mateo County will implement the last project).

- In the Bay Area, the I-580/238/I880 corridor is arguably the most **significant freight corridor**, particularly with the amount of deliveries to the Port of Oakland. With such a distinction, the CMA has compiled a preliminary list of improvements, totaling over \$1 billion.
- The CMA's Exchange Program has accrued just over \$38.2 million in local funds (through June 2005). This Program is used to expedite projects by giving project sponsors the flexibility of using local funds rather than state or federal monies.

Along with the highlights were significant **challenges** for transportation agencies during this past year.

- California's ongoing fiscal difficulties continued to hamper the delivery of projects programmed in the State Transportation Improvement Program (STIP). Once again the shortfall of transportation funds caused the delay of key congestion management projects. Although projects are slowly receiving authorization, the amount of available monies is not close to addressing the severity of the problem.
- The suspension of Proposition 42 funds continued to place transportation projects in competition with other General Fund programs such as education, health and law enforcement. Since Proposition 42's passage in 2002, upwards of \$5 billion has been diverted from transportation projects. The governor's proposed 2005-2006 budget distributes \$1.3 billion in Proposition 42 funds to transportation.

In the upcoming year we expect less uncertainty regarding the financial reality as the governor's proposed 2006 budget turns attention to the state of transportation in California. Still, it is not a funding picture filled with certainty. With the Board's direction—to prioritize projects that will deliver results—we will continue moving projects forward. We will work with our transportation partners to help meet the current and future transportation needs of Alameda County.

Pull Out—Near the end of above section

Please continue to express your interest and offer your suggestions. With your involvement, we can—
together—enhance the quality of life of Alameda County.

SECTION 3 **Highlighting Agency Actions**

To help guide and improve Alameda County's transportation system, the CMA's activities can be viewed in three parts:

- Developing the planning documents that guide transportation development and funding decisions.
- Programming the funds to agencies for transportation improvements.
- Implementing the projects and programs set forth in the planning documents.

PLANNING THE TRANSPORTATION SYSTEM

The CMA prepares and updates the 25-year *Countywide Transportation Plan* and the shorter-range *Congestion Management Program* for Alameda County. Programs and projects found in these documents are aimed at reducing congestion and improving mobility and air quality.

Guiding Documents

Vision

One of the CMA's primary responsibilities is to develop and periodically update the *Countywide Transportation Plan*. It is a long-range policy document that guides decisions and articulates the vision for Alameda County's transportation system. Through goals, objectives and strategies, the Plan lays the groundwork for an investment program tailored to the diverse needs of the county's residents, visitors and workers.

Through its funding allocation program, the Plan seeks to ensure that transportation investments—over the 25-year planning period—are efficient and productive, and that maintenance and management of the system remains a high priority.

Implementation

The second plan, required by California law for all urban counties, is the *Congestion Management Program*. This document sets forth the fundamentals for implementing the long-range *Countywide Transportation Plan*. The CMP deals with day-to-day problems congestion causes, including:

- Setting level of service standards for our roadways;
- Analyzing the impact of land development on transportation;
- Exploring ways to manage travel demand; and
- Developing a five-year capital improvement program.

Other Studies

In addition to the *Countywide Transportation Plan* and the *Congestion Management Program*, the CMA conducts special studies which, if results prove feasible, are folded into the CMA's two guiding plans. Some highlights from last year include:

Transit-Oriented Development Planning

CMA convened a workshop in March 2005 to address ways to help advance transit-oriented development (TOD) projects in Alameda County. Participants included representatives from cities, counties, transit operators, developers, regional transportation land use and resource agencies, consulting firms, elected officials and the public. Recommendations from the workshop, to be implemented in 2005-2006, include providing assistance in monitoring TOD transportation funds to ensure that funds are spent in a timely manner and providing technical assistance to project sponsors.

Community-Based Planning

As part of their Lifeline Transportation Network, MTC identified several low income areas where transportation needs are not being met. To better meet these needs, neighborhood residents are being asked to help identify transportation gaps, solutions, costs and potential funding sources. The CMA completed the *Central Alameda Community-Based Transportation Plan*, focusing on portions of Hayward and the unincorporated areas of Ashland and Cherryland.

Building off the success of the Central Alameda effort, the CMA launched a second community-based planning process. This effort is assessing the needs of residents in West Oakland. A handful of students from nearby McClymonds High School are interning with the project consultants. They are assisting with the outreach campaign by conducting public presentations and distributing surveys at churches, senior centers and community centers. The effort is also being closely coordinated with the West Oakland Project Area Committee, an organization of community representatives.

FAIR Lanes Study

The FAIR Lanes Study analyzed the feasibility of giving credit to low income travelers for use of a future High Occupancy Toll (HOT) lane in the I-580 and I-680 corridors. FAIR lanes would provide low income eligible travelers of the general purpose (GP) lanes a "credit" each time they use the GP lane during peak periods. This credit would be redeemable toward paying their toll on the HOT lane or, potentially, other transportation services. This study concluded that the program was feasible, but that there would be operational and administrative challenges. Importantly, the study found I-580 to be a good candidate for a second HOT lane in Alameda County.

PROGRAMMING THE FUNDS

Along with its planning activities, the CMA programs funds from a variety of sources to implement projects. The CMA's programming activities promote early project development and timely project delivery by ensuring that federal, state and local funds are programmed effectively and efficiently—and in accordance with federal and state procedures and deadlines.

The CMA evaluates applications requesting available funds and selects the proposed project that will improve the transportation system and reduce congestion. To further improve project delivery, the CMA has developed the "CMA Exchange Program." This program provides a local funding source to projects that allows a sponsor to expedite delivery of project phases that otherwise would have to wait for federal or state funding.

Pull quote—Anywhere within this section

Current and projected transportation dollars do not meet transportation needs.

Direct Funding Sources

The primary funding for CMA transportation investments is provided from a combination of six federal, state and local programs.

Federal Surface Transportation Program

The CMA is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Surface Transportation Program (STP). The STP is provided through SAFETEA, the legislation by which the CMA receives federal monies. The CMA primarily programs STP funds to roadway projects, including resurfacing of local roads. The CMA programmed \$8.7 million of STP to local streets and road projects in 2004-2005 and expects an additional \$9 million to similar projects in 2005-2006.

Federal Congestion Mitigation & Air Quality Program

The CMA is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ). These funds are used on projects that will provide an air quality benefit. The CMA primarily programs these funds to bicycle and pedestrian projects and Transportation for Livable Communities projects. These projects are selected based on a schedule determined at the regional agency level (MTC). The next CMAQ programming cycle is anticipated to occur in 2005-2006.

State Transportation Improvement Program

Under state law, the CMA works with project sponsors, including Caltrans, transit agencies and local jurisdictions to solicit and prioritize projects that will be programmed in the state Transportation Improvement Program (STIP). The 2004 STIP was approved in August 2004. This STIP included no new funding due to the State fiscal crisis.

Projects delayed in the Alameda County STIP include BART extensions, purchase of new transit vehicles, intermodal facilities and freeway widening projects. This program is updated during odd numbered years and is included in the *Congestion Management Program*. The 2006 STIP will be approved in Spring 2006.

Of the STIP funds, 75 percent are programmed at the county level and earmarked as "County Share." The remaining 25 percent are programmed at the state level and are part of the Interregional Transportation Improvement Program.

Transportation Fund for Clean Air Program

State law permits the Bay Area Air Quality Management District (BAAQMD) to collect a fee of \$4 per vehicle per year to reduce air pollution from motor vehicles. Of these funds, the BAAQMD programs 60 percent; the remaining 40 percent are allocated to an overall program manager for each county—the CMA in Alameda County. Of the CMA's portion, 70 percent are programmed to the cities and county and 30 percent are programmed to transit-related projects.

In the past, the CMA has used Transportation Fund for Clean Air Program (TFCA) funds to support an array of improvements such as shuttle buses, transit information, bicycle projects, regional ridesharing, the Guaranteed Ride Home Program and signal coordination. In fiscal year 2004-2005, the CMA programmed about \$1 million to projects. This program list is updated annually.

Local Exchange Program/CMA Transportation Improvement Program

The CMA has established a "Local Exchange Program" to give project sponsors some flexibility to streamline and expedite project delivery. Under this Program, the CMA exchanges state and federal funds for local monies to create a local funding source. This funding source (CMA Transportation Improvement Program) gives project sponsors the flexibility of using local rather than state or federal funds.

The local funds also allow many projects to begin that would otherwise have been delayed due to the lack of available STIP funding. The CMA TIP program includes projects such as bus purchases, overpasses, intermodal facilities, local street and road improvements and arterial management.

Indirect Funding Sources

There are a number of additional funding programs available to Alameda County for transportation improvements. However, the CMA does not have a direct role in programming of these funds.

- Federal Disaster Assistance
- Federal Transit Sections 5307 and 5309
- State Transit Capital Improvement Program
- State Interregional Transportation Improvement Program
- State Environmental Enhancement and Mitigation Program
- State Transportation Development Act (transit, paratransit and bicycle/pedestrian)
- State Transit Assistance
- State Highway Operations and Protection Program
- Local BART Sales Tax
- Local Measure B Sales Tax
- Local Bridge Tolls (Regional Measure 2)

Local Gas Tax

Pull Quote—with above section

The CMA provides technical assistance to project sponsors to implement their programs where necessary.

IMPLEMENTING THE PROJECTS AND PROGRAMS

With no new state or federal funding provided recently, the CMA has focused on delivering already funded projects in Alameda County. In addition, coordination efforts with project sponsors was intensified and local sales tax funds were leveraged to deliver key transportation projects throughout the county. During the past fiscal year, the CMA took the lead in advancing a number of implementation efforts.

Pull quote—In the early part of this section

In addition to planning the system and programming the funds, the CMA implements projects and programs.

MIG—Priority Icon

I-580 Tri-Valley Rapid Transit Corridor Improvements

Population in East Alameda County has been steadily rising since 2000, creating dramatic increase in traffic congestion. Designated a high priority project by the CMA Board, the CMA is actively spearheading a cooperative effort to deliver a package of improvements for the SR-84, I-580 and I-680 (Tri-Valley) Corridors. The improvements are intended to reduce the significant and mounting congestion commuters experience through the Livermore Valley.

In partnership with Caltrans, the CMA has been managing the environmental document. Work on the project was delayed for one year due to the state budget crises, but restarted in July 2004 at the Board's urging. Work on the technical studies continued throughout the year. With the passage of RM2 in 2004, the CMA has taken the lead on preliminary engineering and at-risk design.

I-580 HOV Lane Project

The first phase of the project includes construction of an interim eastbound HOV lane on I-580 from Hacienda Drive to Greenville Road (including auxiliary lanes at several interchanges). Subsequent project phases will purchase right-of-way for BART or other transit improvements in the corridor and will widen the westbound direction.

I-580/I-680 HOV Direct Connector PSR/PDS

Preparing for subsequent phases of corridor improvements, the CMA will work with Caltrans to prepare the Project Study Report (PSR) for the I-580/I-680 interchange improvements.

I-680 Corridor

Over the years, the CMA—in partnership with the Contra Costa and Santa Clara CMAs, MTC, Caltrans, the ACTIA and business and community groups developed strategies for implementing improvements in the I-680 Corridor. The \$85 million programmed for southbound I-680 is being implemented in the following phases:

- An auxiliary lane from Automall Parkway to Mission Boulevard to relieve the weekday morning bottleneck (completed March 2001);
- A carpool lane from SR-84 to SR-237 (completed December 2002);
- Soundwalls identified in the environmental document (completed April 2005); and
- Additional auxiliary lanes, ramp metering and widen shoulders and structures (construction anticipated in 2006).

A total of \$102 million is programmed for construction of a carpool lane on northbound I-680 over the Sunol Grade, although some of the funding remains in jeopardy due to the State's ongoing fiscal crisis. Caltrans is currently working on the environmental document. The final environmental clearance was issued in 2005.

With construction beginning in May 2004, efforts continued to provide soundwalls on I-680 in Fremont and Milpitas. This project is one of the components of the overall I-680 Corridor Improvements and involves the construction of 12 soundwalls. The \$11 million project is about 80 percent complete through June 30, 2005.

MIG—Priority Icon

Sidebar/Pull Quote—Smart in Sunol

In Fall 2004, the State authorized a demonstration project to add a SMART Carpool Lane to the I-680 southbound HOV lane (AB 2032, Dutra) through the Sunol Grade. This will give motorists the choice of paying a fee to use a faster-moving lane, thereby reducing their time in traffic. The Sunol SMART Carpool Lane Joint Powers Authority will be responsible for the design, implementation and operation of the project. Work on implementing the SMART Carpool Lane kicked off in 2005, including electronic toll collection system design and roadway design.

In 2005, the CMA began developing a public outreach and marketing program to introduce the concept to neighboring communities and travelers. The environmental document is complete. Preliminary design for the improvements and system engineering requirements are expected to be completed in Spring 2006.

Regional Express Bus Improvements

Together the CMA and AC Transit are sponsoring the Regional Express Bus program. This program is exploring ways to improve transit mobility along key locations in the Bay Area. Three projects are getting underway.

SR-84 HOV Lane Extension and Direct Connector

MTC has allocated \$2 million in RM2 funds for HOV improvements on SR-84, in the Dumbarton Corridor. The CMA is coordinating this project with Caltrans. Caltrans will provide engineering services for the proposed HOV lane extension. Engineering services for a direct connector on-ramp to SR-84 at Newark Boulevard, separate from the lane extension, are underway

Ardenwood Park-and-Ride

MTC has allocated RM2 funds to the CMA to design, acquire and construct an expanded park-and-ride commuter lot, which will be joined to the existing park-and-ride lot currently operated by Caltrans. The CMA and AC Transit are joint sponsors for this project, with the CMA leading the implementation effort. The expanded lot will accommodate 100 additional parking stalls and will serve to encourage travelers to use express bus service and carpooling.

West Grand Avenue Transit Enhancements

This program includes a package of transit enhancements along the West Grand Avenue Corridor, including future I-880 HOV on-ramp improvements at Maritime Street and various operational and transit enhancements on nearby local streets. The CMA will be looking for assistance in a transit operations analysis and design and construction of various traffic signal modifications along the corridor

I-880 North Safety Improvements

The CMA's adopted *Strategic Plan for I-880* includes various recommended improvements to increase safety and reduce delay. One particular project underway is the 29th Avenue interchange improvement. This project will provide operational and safety improvements to northbound I-880 at 29th Avenue by reconfiguring the on- and off-ramps, as well as mitigating noise impacts. Using RM2 funds, the PSR has been initiated and will be completed in 2007.

I-238 Corridor

The CMA, in cooperation with Caltrans and ACTIA, developed a set of improvements to reduce congestion and delay along the I-238 Corridor. The interim solution, to add an auxiliary lane to southbound I-238, was completed in October 2000. In some locations, the lanes and shoulders are narrower than standard. The long-term solution is to add a standard northbound and southbound lane. The environmental document was approved in April 2004 and construction is set to begin in 2006.

MIG—Priority Icon

BART Extension to Warm Springs

Commuters to and from the South Bay are welcoming the 5.4-mile BART Extension from central Fremont to Warm Springs, in southern Fremont. ACTIA considers this project a first step toward extending BART to San Jose. Environmental documentation is near completion. Preliminary engineering and early right-of-way acquisition is underway.

MIG—Priority Icon

BART Oakland Airport Connector

The BART Oakland Airport Connector will enable air travelers to use BART and Amtrak easily and efficiently. This 3.2-mile project will provide a grade separated connection between the Coliseum BART/Amtrak Stations and the Oakland International Airport. Using an Automated Guideway Transit system, it will operate in an exclusive right-of-way along Hegenberger Road. Preliminary engineering has been completed. Right-of-way and utility relocation is underway.

East Bay SMART Corridors Program

The East Bay SMART Corridors Program continues to make great strides in using current and evolving technologies such as remote traffic detectors, wireless devices, traffic cameras and transit priority signals to:

- Increase efficiency of existing roadway and transit service;
- Support a multi-modal transportation system;
- Reduce travel time and improve traffic flow;
- Enhance emergency response and incident removal; and
- Share information between participating agencies and cities in a timely way.

SMART on San Pablo

Initiated in May 2004, the program supports AC Transit's Rapid Bus along a 16-mile stretch of San Pablo Avenue, from Jack London Square in Oakland to Contra Costa College in San Pablo. Since the grand opening of service, there has been an astounding 77 percent increase in ridership and a 17 percent decrease in travel time in this corridor. Of the increased ridership, 19 percent formerly drove alone.

MIG—Priority Icon

SMART on International/Broadway/Telegraph

Due to overwhelming success along San Pablo Avenue, AC Transit and the CMA are embarking on another Rapid Bus corridor—a 20-mile stretch connecting Bay Fair Mall in San Leandro and UC Berkeley. This will include all the SMART components noted above, as well as major bus transit improvements such as signal upgrades, transit priority equipment, high-capacity articulated buses, stations and shelters, lighting and other bus-related enhancements. Construction of the system improvements began late 2005; environmental clearance is expected in Spring 2007.

Altamont Commuter Express Passenger Rail

Providing passenger rail service from Stockton to downtown San Jose, the Altamont Commuter Express (ACE) train removes vehicles from the busy corridors of I-580 and I-680. The CMA is working closely with partner agencies—ACE, Caltrans, Alameda County and the City of Livermore—to deliver approximately \$36 million worth of improvements aimed at enhancing access to and operations of ACE:

- Downtown Livermore ACE Station Parking Improvements (completed)
- Vasco Road Safety Improvements (construction anticipated to begin in 2007)
- Vasco Road ACE Station Parking Improvements (design completed; right-of-way purchased; construction delayed due to State budget crisis; anticipated to begin in 2006-2007)
- ACE Service Track Improvements (construction anticipated to begin in 2006-2007)

The 2005-2006 ACE Service Plan does not anticipate any increases in fares or service. The document identified a number of ways to recapture riders lost over the past several years due to the economic downturn and commensurate job losses.

Guaranteed Ride Home Program

Through the Guaranteed Ride Home Program, the CMA continued offering transit riders, carpoolers, pedestrians and bicyclists a taxi voucher should they unexpectedly be required to stay at work beyond transit operating hours or need to get home quickly for a family matter. In 2004, CMA added a countywide car rental program as a cost savings alternative to using taxis. Use of the program is limited to a few times per month, with a fixed number per year. It is intended to overcome barriers to ridesharing, reduce congestion and help improve air quality. The CMA administers the program and the TFCA Program provides funding. As of December 2005, 3,758 employees and 135 employers are currently registered for the Program, and 1,005 rides have been taken.

Project Monitoring Program

The CMA works with Alameda County, all 14 cities in the county and local transit operators to ensure that funds distributed through the CMA are being spent as required. Quarterly, the Board reviews the status of projects to ensure that funds are being used in accordance with State mandates, and to provide an early warning for projects that may need additional delivery assistance or a time extension.

The CMA also provides technical assistance to project sponsors to implement their programs where necessary. State statute includes a “timely use of funds” provision that requires on-time project delivery—or funding may be lost. The CMA provides this assistance to sponsors to ensure that Alameda County funds are not lost. The CMA created a project database to assist in tracking projects.

Highway Monitoring Program

The CMA biennially monitors the level of service on highways and key arterials in the county. This information is used for planning studies, to ensure conformance with the CMP, and to prepare the annual

“State of Transportation in Alameda County” Performance Report. Monitoring was last conducted in 2004; the CMA will perform the next one in Spring 2006.

SECTION 4 **Actions at a Glance**

During the last fiscal year, the CMA’s focus remained on assisting sponsors in delivering currently funded or programmed projects.

MIG—Insert center spread map from last year’s report—with modifications.

SECTION 5 **Looking Forward**

In a reversal of the previous year’s suspension of transportation funding, the governor’s 2006-2007 budget proposal includes full funding of Proposition 42. This proposition, approved by 69 percent of the voters in March 2002, directs the state’s portion of sales tax on gasoline from the General Fund to transportation programs. Further still, the governor proposes an early loan repayment of \$920 million previously borrowed from funds for state highway and local roads.

This turn around is greatly welcomed throughout the state, and especially in Alameda County, where our freeways and highways continue to be the most congested of the nine-county Bay Area. Because Proposition 42 funding represents a substantial source of statewide transportation funds, the CMA will likely be in a position to re-activate critical congestion-relief projects that had been stalled due to uncertain funding picture.

Pull Quote

Without the County’s allocation of Proposition 42 monies, projects were delayed an average of two to three years.

The CMA’s directive is clear—meet the transportation needs of Alameda County by managing congestion. The CMA looks forward to an exciting next year and will stay focused on delivering quality transportation projects and programs to Alameda County through:

- Solid plans, incorporating technical expertise and community input;
- Well-defined, achievable goals and supporting strategies;
- Collaboration with and cooperation of partner agencies;
- The continued leadership and vision of the CMA Board; and
- The continued commitment and dedication of the CMA staff.

SECTION 6 Financials

HIGHLIGHTS

Despite the unsettling funding picture for projects and programs, there were a number of financial highlights for the year:

- Total net assets for all funds decreased \$325,240 from the previous fiscal year, totaling \$8,295,464.
- Total governmental funds revenues decreased 10 percent, from \$28,439,923 to \$22,851,171. This was largely attributable to significant delays in project activity.
- Similarly, expenditures decreased 18 percent, from \$28,352,123 to \$23,151,467 in response to decreased project activity.
- Total cash and investments—both restricted and unrestricted—declined by \$1,862,645, totaling \$33,019,894.
- The General Fund has an excess of \$241,942 in revenues over expenditures. This amount was \$360,529 more than budgeted.
- At June 30, 2005, all three funds—General, TFCA and Exchange—maintained positive net assets.

Draft 2004/2005 Annual Report

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
BALANCE SHEET
GOVERNMENTAL FUNDS
JUNE 30, 2005**

ASSETS	<u>General Fund</u>	<u>Transportation Fund For Clean Air</u>	<u>Exchange Fund</u>	<u>Total</u>
Cash and Investments	\$ 2,167,990			\$ 2,167,990
Restricted Cash and Investments		\$3,523,892	\$ 27,328,012	30,851,904
Accounts Receivable	3,734,482	900,000	293,756	4,928,238
Interfund Receivable			1,313,403	1,313,403
Interest Receivable	10,156		197,283	207,439
Prepaid Items	<u>34,818</u>			<u>34,818</u>
Total Assets	<u>\$ 5,947,446</u>	<u>\$4,423,892</u>	<u>\$ 29,132,454</u>	<u>\$ 39,503,792</u>
LIABILITIES AND FUND BALANCES				
Liabilities:				
Accounts Payable	\$ 2,526,832	\$ 255,745	\$ 1,685,848	\$ 4,468,425
Interfund Payable	1,313,403			1,313,403
Accrued Liabilities	106,148			106,148
Deferred Revenue			<u>25,386,521</u>	<u>25,386,521</u>
Total Liabilities	<u>3,946,383</u>	<u>255,745</u>	<u>27,072,369</u>	<u>31,274,497</u>
Fund Balances:				
Reserved for Altamont Commuter Express Operations	1,193,165			1,193,165
Unreserved	<u>807,898</u>	<u>4,168,147</u>	<u>2,060,085</u>	<u>7,036,130</u>
Total Fund Balances	<u>2,001,063</u>	<u>4,168,147</u>	<u>2,060,085</u>	<u>8,229,295</u>
Total Liabilities and Fund Balances	<u>\$ 5,947,446</u>	<u>\$4,423,892</u>	<u>\$ 29,132,454</u>	<u>\$ 39,503,792</u>

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES -
GOVERNMENTAL FUNDS
YEAR ENDED JUNE 30, 2005**

	<u>General Fund</u>	<u>Transportation Fund For Clean Air</u>	<u>Exchange Fund</u>	<u>Total</u>
REVENUES				
Grants:				
Metropolitan Transportation Commission	\$ 878,275			\$ 878,275
Metropolitan Transportation Commission RM2	423,655			423,655
CalTrans	10,766,352			10,766,352
Transportation Fund for Clean Air	402,495			402,495
Bay Area Air Quality Management District	30,135	\$1,435,727		1,465,862
AC Transit	881,989			881,989
Other	51,037			51,037
Revenue from Member Agencies	736,216			736,216
Revenue from Exchange Program	1,564,360		\$2,390,722	3,955,082
Interest	54,072	60,045	615,506	729,623
ACTIA Measure B	2,442,113			2,442,113
Other	15,052		103,423	118,475
Total Revenues	<u>18,245,751</u>	<u>1,495,772</u>	<u>3,109,651</u>	<u>22,851,174</u>
EXPENDITURES				
Current:				
Salaries and Benefits	1,379,522			1,379,522
Board Meeting Per Diem	35,900			35,900
Transportation	20,446			20,446
Travel/Special Events	23,601			23,601
Training	2,782			2,782
Office Space	197,500			197,500
Postage/Reproduction	18,806			18,806
Office Expenses	193,850			193,850
Computer Support	31,058			31,058
Website Service	11,214			11,214
Insurance	7,252			7,252
Legal Counsel	46,725			46,725
Annual Audit	55,741			55,741
EDAB Membership	5,000			5,000
Consultants/Contractors	16,338,406			16,338,406
Member Agencies for Projects - Exchange Program			2,390,702	2,390,702
Member Agencies for Projects - TFCA		2,272,979		2,272,979
Legislative Advocacy	97,710			97,710
Miscellaneous	1,261	73	20	1,354
Capital Outlay	20,919			20,919
Total Expenditures	<u>18,487,693</u>	<u>2,273,052</u>	<u>2,390,722</u>	<u>23,151,467</u>
Excess of Revenues Over (Under) Expenditures				
Before Other Financing Sources (Uses)	(241,942)	(777,280)	718,929	(300,293)
Other Financing Sources (Uses) - Operating Transfers	(133,544)		133,544	0
Net Change in Fund Balances	(375,486)	(777,280)	852,473	(300,293)
Fund Balances, June 30, 2004	2,376,549	4,945,427	1,207,612	8,529,588
Fund Balances, June 30, 2005	<u>\$2,001,063</u>	<u>\$4,168,147</u>	<u>\$2,060,085</u>	<u>\$8,229,295</u>

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCE - BUDGET (GAAP BASIS) AND ACTUAL
GENERAL FUND
YEAR ENDED JUNE 30, 2005**

REVENUES	Actual	Budget		Variance With Final Budget Over (Under)
		Original	Final	
Grants:				
Metropolitan Transportation Commission	\$878,275	\$1,050,000	\$1,414,000	(\$535,725)
Metropolitan Transportation Commission RM2	423,655		3,502,328	(3,078,673)
CalTrans	10,766,352	11,559,000	15,599,365	(4,833,013)
Transportation Fund for Clean Air	402,495	645,600	645,600	(243,105)
Bay Area Air Quality Management District	30,135	400,000	400,000	(369,865)
AC Transit	881,989	1,000,000	3,910,728	(3,028,739)
Other	51,037	3,000		51,037
Revenue from Member Agencies	736,216	736,216	736,216	0
Revenue from Exchange Program	1,564,360	1,742,500	1,304,364	259,996
Interest	54,072	350,000	40,000	14,072
ACTIA Measure B	2,442,113	2,700,000	3,621,972	(1,179,859)
Other	15,052	90,000	20,000	(4,948)
Total Revenues	18,245,751	20,276,316	31,194,573	(12,948,822)
EXPENDITURES				
Current:				
Salaries and Benefits	1,379,522	1,341,600	1,488,334	(108,812)
Board Meeting Per Diem	35,900	50,000	50,000	(14,100)
Transportation	20,446	20,000	52,600	(32,154)
Travel/Special Events	23,601	17,000	17,000	6,601
Training	2,782	6,500	7,000	(4,218)
Office Space	197,500	138,000	198,500	(1,000)
Postage/Reproduction	18,806	30,000	40,000	(21,194)
Office Expenses	193,850	85,000	100,000	93,850
Computer Support	31,058	22,000	60,000	(28,942)
Website Service	11,214	10,000	15,000	(3,786)
Insurance	7,252	12,000	17,000	(9,748)
Legal Counsel	46,725	85,000	97,000	(50,275)
Annual Audit	55,741	20,000	30,000	25,741
Treasurer Auditor		8,000	20,000	(20,000)
EDAB Membership	5,000		5,000	0
Consultants/Contractors	16,338,406	17,171,350	28,725,112	(12,386,706)
Legislative Advocacy	97,710	44,000	97,440	270
Miscellaneous	1,261	6,000	6,000	(4,739)
Capital Outlay	20,919	15,000	50,000	(29,081)
Total Expenditures	18,487,693	19,081,450	31,075,986	(12,588,293)
Excess of Revenues Over (Under) Expenditures Before Other Financing Sources (Uses)	(241,942)	1,194,866	118,587	(360,529)
Other Financing Sources (Uses) -				
Operating Transfers	(133,544)			(133,544)
Net Change in Fund Balance	(375,486)	1,194,866	118,587	(494,073)
Fund Balance, July 1, 2004	2,376,549	2,376,549	2,376,549	0
Fund Balance, June 30, 2005	\$2,001,063	\$4,766,281	\$2,613,723	(\$494,073)

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

Place Inside Front Cover

BOARD LEADERSHIP

The cornerstone of Alameda County's transportation system lies within the leadership, vision and guidance of the CMA Board. The Board's commitment to improving all transportation modes is critical to serving Alameda County.

We thank the following 2004-2005 CMA board members for their dedication and vision.

AC Transit

Director Patricia Piras (appointed ?? through ??)
Director Dolores Jaquez (effective June 23, 2004)

Alameda County

Supervisor Scott Haggerty
Supervisor Nate Miley

City of Alameda

Mayor Beverly Johnson

City of Albany

Mayor Peggy Thomsen (appointed ?? through ??)
Mayor Allan Maris (effective December 20, 2004)

BART

Director Peter Snyder, Chair (appointed ?? through ??)
Director Thomas Blalock (effective January 13, 2005)

City of Berkeley

Councilmember Kriss Worthington

City of Dublin

Councilmember George Zika (appointed ?? through ??)
Mayor Janet Lockhart (effective December 14, 2004)

City of Emeryville

Vice Mayor Nora Davis

City of Fremont

Mayor Gus Morrison (appointed ?? through ??)
Mayor Robert Wasserman (effective December 7, 2004)

City of Hayward

Mayor Roberta Cooper

City of Livermore

Mayor Marshall Kamena (effective November 22, 2004)

City of Newark

Councilmember Luis Freitas (appointed ?? through ??)
Councilmember Paul H.B. Tong (effective ??)

City of Oakland

Vice Mayor Larry Reid, Chair

City of Piedmont

Councilmember Jeff Wieler

City of Pleasanton

Mayor Thomas Pico (appointed ?? through ??)
Mayor Jennifer Hosterman (effective December 7, 2004)

City of San Leandro

Mayor Sheila Young

City of Union City

Mayor Mark Green

Inside Back Cover

Staff Commitment

Dedicated to serving Alameda County, the CMA employs 14 full-time staff members. The staff manages planning studies, funding allocations, design and construction consultant contracts and fiscal affairs. In addition, the staff serves as liaisons to project sponsors, other planning and funding agencies within and beyond the county and legislative representatives in both Sacramento and Washington, D.C.

Dennis R. Fay, Executive Director

Jean Hart, Deputy Director of Planning

Frank Furger, Deputy Director Programming and Projects

Christina Muller, Administrative Manager and Board Secretary

Yvonne Chan, Accounting Manager

Diane Stark, Senior Transportation Planner

Saravana Suthanthira, Associate Transportation Planner

Cyrus Minoofar, Principal Transportation Engineer

Stefan Garcia, Principal Transportation Engineer

Matt Todd, Senior Transportation Engineer

Agnas Gooden, Project Accountant

Victoria Winn, Administrative Assistant

Claudia Magadan, Administrative Assistant

Myrna Portillo, Receptionist

Outside Back Cover

For further information about the CMA, please contact:

Alameda County CMA

1333 Broadway

Suite 220

Oakland, CA

94612

Telephone: 510/836-2560

Fax: 510.836.2185

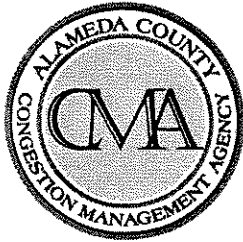
Web site: accma.ca.gov

Email: mail@accma.ca.gov

Art direction and design by MIG, Inc., Berkeley, California

Copy by Robyn Anderson

Draft 2004/2005 Annual Report



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2580 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Memorandum

*March 13, 2006
Agenda Item 5.1*

Date: March 1, 2006
To: Administration and Legislation Committee
From: Jean Hart, Deputy Director *JH*
Subject: Tri-Valley Triangle Study: Contract Amendment

Action Requested

It is requested that the Board approve an amendment to the Parsons Transportation Contract to:
1) increase the current budget from \$400,000 to \$528,000 for supplemental work requested by the cities of Dublin, Livermore and Pleasanton; and 2) authorize the Executive Director to enter into funding agreements as necessary with the three cities to transfer the funds to the CMA. The three cities have approved council resolutions authorizing payment for the additional work. The increase in budget will be at no cost to the CMA.

Next Steps

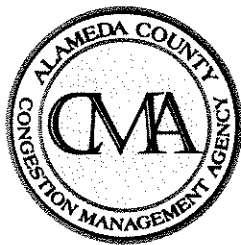
The contract will be amended and necessary funding agreements will be executed.

Discussion

The CMA Board authorized \$400,000 in November 2004 to complete the Tri-Valley Triangle Study. Parsons Transportation Group is the prime consultant for the study. The scope of work included using an existing travel demand model and traffic operations model. During the early development of the study, the Tri-Valley cities requested that a different travel demand model be substituted and requested more detail for the transportation network and different land use assumptions. The cities agreed to fund this effort.

The three jurisdictions have secured approval from their councils for additional funding up to \$212,635. The cities have agreed to the split of the funding. Staff is seeking approval for \$128,000 at this time for the additional modeling work. It is recommended that the contract for Parsons Transportation be amended to \$528,000 and that the Executive Director be authorized to sign all necessary fund transfer agreements.

This page intentionally left blank.



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Memorandum

*March 13, 2006
Agenda Item 5.2*

DATE: March 3, 2006

TO: Administration and Legislation Committee

FROM: Matt Todd, Senior Transportation Engineer *MT*

RE: Soundwall Design:
San Leandro Soundwalls - Estudillo to 141st along I-580
Oakland Soundwalls - 14th and Ardley along I-580

Action Requested

It is recommended that the Board authorize the Executive Director to execute all necessary agreements required to complete the design of the freeway soundwalls in San Leandro (Estudillo to 141st) and in Oakland (14th and Ardley) along I-580 in an amount not to exceed \$2,250,000, contingent on the CMA Board approval of the addition of \$1,233,000 of CMA TIP funds required for the design project. The Plans and Programs Committee is scheduled to consider the programming of the additional CMA TIP funds at their March 13th meeting.

Next Steps

The Committee's recommendation will be forwarded to the Board for action at the March meeting.

Discussion

In an effort to expedite the delivery of the two soundwall projects along I-580 in San Leandro (Estudillo to 141st) and Oakland (14th and Ardley), the CMA has agreed to take over the design of these projects from Caltrans. The design for both of these projects was initiated, but never completed by Caltrans.

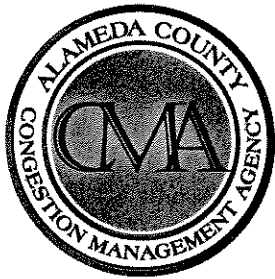
Initial cost estimates provided by Caltrans indicated that the San Leandro soundwalls would require about \$730,000 and the Oakland soundwalls would require \$290,000 to complete the design and finalize construction packages. CMA staff met with Caltrans to collect all the relevant design work that has been completed to date for the two locations. CMA staff review of the design work completed to date by Caltrans indicates that a higher level of effort will be required to complete the design than had originally been estimated by Caltrans.

The CMA has received consultant proposals to complete this design work. Based on a review of the Caltrans work completed to date and considering the time estimated to complete the work that is in the consultant proposals, staff proposes to adjust the budget required to complete the design. Based on estimated hours to complete the work in the consultant proposals, CMA staff

recommends an additional \$1,233,000 of CMA TIP funds be programmed to the project. This will bring the total CMA TIP programming to \$2,250,000. Once the design team is selected, staff will also review the Caltrans supplied information with the design team to determine if any existing information can be used to minimize the overall design cost.

The San Leandro component has capital funding programmed for FY 07/08 in the STIP. The Oakland component still needs capital funding which can be requested in a future STIP programming cycle. A current cost estimate for the construction phase of the project is anticipated to be available at the meeting.

A companion item to approve \$1,233,000 of additional CMA TIP funds for the project will be considered by the Plans and Programs Committee.



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

*Agenda Item 5.3
March 13, 2006*

DATE: March 6, 2006
TO: Administration and Legislation Committee
FROM: Stefan Garcia, Supervising Principal Transportation Engineer *SG*
SUBJECT: Requisite Agreements for the I-580 TMP/Advance Elements Project

Actions Requested

It is recommended that the CMA Board authorize the Executive Director, or his designee, to take the following actions in support of expediting delivery of the I-580 Traffic Management Plan (TMP)/Advance Elements Project:

1. Negotiate and execute all necessary consulting, procurement and installation agreements with AT&T and CoValue for systems and software design and implementation;
2. Negotiate and execute a Cooperative Agreement with Caltrans for oversight of project development and construction activities for this project; and
3. Negotiate and execute all necessary agreements with the Cities of Dublin, Livermore and Pleasanton, Zone 7, and Alameda County to enter, construct, operate and maintain TMP/Advance Elements within their jurisdictions.

Next Steps

Staff will negotiate and draft the requisite agreements for the I-580 TMP/Advance Elements Project in anticipation of construction in Fall 2006.

Discussion

The I-580 TMP/Advance Elements Project will provide required traffic management elements that are necessary for the EB I-580 Interim HOV Lane project in advance of its construction. The TMP project is presently being environmentally cleared and designed with consultant assistance under contract to CMA. Staff anticipates having the I-580 TMP/Advance Elements under construction in Fall 2006. The CMA plans to administer the construction of this project. This accelerated schedule is prompting the need for the requested actions. Funding for all activities related to this project will be provided through existing grants programmed to the project. Additional supporting information for each action requested is provided in Attachment A.

Action 1:

For the I-580 TMP/Advance Elements project to integrate smoothly into the SMART Corridors network, it is critical that hardware, software, and configuration of all devices are compatible across the entire network. Additionally, network and software design are crucial components to have the system installed, tested, and functional before the construction of the EB I-580 Interim HOV Lane begins. To ensure compatibility between the Tri-Valley system and the existing SMART Corridors system and that the project stays on schedule, staff is recommending that CMA execute sole source contracts with the existing SMART Corridors Program vendors. The existing vendors have unique knowledge about the system and are positioned to extend the current system through integration with the local agencies involved in the I-580 TMP/Advance Elements Project in the required timeframes.

Action 2:

A Cooperative Agreement between Caltrans and the CMA for project development and construction activities for the I-580 TMP/Advance Elements Project is necessary because the project involves work in the State right of way, which requires Caltrans oversight. The CMA will be responsible for all capital outlay and staffing costs associated with the preliminary engineering, environmental documents, project development, final design, construction, construction administration and management and telecommunication costs through 2009. The cost estimate of work within the State right-of-way for which the CMA is responsible is approximately \$5,500,000. A draft Cooperative Agreement is presently at Caltrans for review.

Action 3:

A number of project elements, such as CCTV and Transit Signal Priority, will be placed on local city streets and county road right-of-way to provide optimal coverage by CCTVs and to provide the transit infrastructure to enable an express route promoting alternative transit modes. The CMA, as the project sponsor and implementing agency, must obtain permission from the Cities of Dublin, Livermore and Pleasanton, Zone 7 and Alameda County to construct facilities within the individual jurisdiction's right-of-way. Consequently, agreements to enter and construct the various TMP/Advance Elements are necessary with each jurisdiction. It is intended that these agreements will also supplant the need for Encroachment Permits from each jurisdiction.

ATTACHMENT A

The TMP project intent is to have all field devices in place, tested and functional before the construction of the EB I-580 Interim HOV Lane Project. The project will enable Caltrans, the CMA and local agencies to manage construction impacts and incidents and to provide real-time traffic and incident management in the corridor. The project will provide transit signal priority on designated major arterials in the Tri-Valley, providing infrastructure to support an express bus route during HOV construction, thereby promoting mass transit usage. The I-580 TMP/Advance Elements Project also includes Dynamic Message Signs (DMS), closed circuit TV (CCTV) cameras, Highway Advisory Radios (HAR), Extinguishable Message Signs (EMS), monitoring stations and ramp metering equipment (ramp meters will not be activated at this time) along the following routes:

- Along I-580 from west of Foothill Road to east of the Greenville Overhead , a distance of approximately 13.1 miles;
- Along I-680 from Sheridan Road to north of Alcosta Boulevard, a distance of approximately 13.8 miles (of which approximately 0.3 miles is in Contra Costa County); and
- Along SR 84 from I-680 to I-580, a distance of approximately 11.0 miles

Action 1:

The SMART Corridors Program was officially launched in May 2004. The program is built upon an integrated system of field traffic devices, traffic controller systems, a leased private wide area network of wired and wireless devices, and a central data center for processing and dissemination of traffic data. The I-580 TMP/Advance Elements project plans to integrate the I-580/Tri-Valley (Dublin, Pleasanton, and Livermore) area into the SMART Corridors Program network.

The SMART Corridors network was designed, implemented, and is managed by AT&T (formerly SBC), Cingular, an AT&T subsidiary, and Novani, a subcontractor to AT&T. The Advanced Traffic Management System (ATMS) software is currently being enhanced and developed by CoValuate.

The total agreement amount is estimated at \$750,000. The following scope of work would have to be performed by the different vendors:

AT&T:

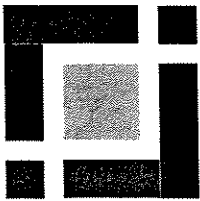
- Identify and establish network interfaces.
- Analyze and evaluate current network and data center capacity.
- Provide expanded network design document.
- Provide communications lines necessary to bring all data to the SMART Corridors data center.
- Provide compatible networking and data center equipment, installing, configuring, and testing it.

CoValuate:

- Inventory and evaluation of existing Tri-Valley systems.
- Requirements gathering for software design.
- Integration and interface development.
- Extension of current maps.
- System and software configuration and load testing.

Action 3:

These agreements will also clarify responsibility for the operation and maintenance of these elements. CMA will operate and maintain these elements in the Cities' and County jurisdictions, as part of the construction contract through 2009, at which time agency having jurisdiction will maintain and operate. The agreements are substantially identical to agreements previously executed by participating agencies in the San Pablo and I-880 SMART Corridors.



Lynn M. Suter
and Associates

Government Relations

March 13, 2006
Agenda Item 6.1

March 3, 2006

TO: Dennis Fay, Executive Director
Alameda County Congestion Management Agency

FR: Lynn M. Suter & Associates

RE: Legislative Update

With the deadline to place bonds on the June ballot one week away, the pressure to reach an agreement has intensified. While the finger pointing has begun, serious efforts are being made to reach a compromise agreement by March 10. However, the Governor has yet to move on three principles that are critical to the Senate Dems, and local governments. These include providing an open process for selecting projects, highways funded by tolls should be publicly controlled, and incentives should be provided to make it easier for people to live closer to jobs and public transit options.

Yesterday the Infrastructure Bond Conference Committee officially began its deliberations with a presentation of the majority and minority reports from the Assembly and Senate Transportation Committees. The Conference Committee has scheduled hearing throughout next week to review the reports on housing and education, water and parks, and public safety.

At yesterday's hearing, Senator Lowenthal provided a detailed review of the Senate Transportation & Housing Committee's majority opinion on the Governor's transportation proposal. There were no surprises contained in any of the recommendations made to the Conference Committee. If you would like a copy of the full reports, please contact our office and we send you those that are available.

The overarching emphasis in the Senate majority opinion was that expanding freeway capacity is not the only way to reduce congestion. While reducing congestion is a high priority goal, improving safety, security, access, and air quality are also important outcomes to achieve with new investment. In addition, the Senate majority strongly believes that funding for affordable housing must also be provided in the bond. To summarize the majority recommendations:

- The Senate and Assembly majority are concerned with the top-down, centralized approach to the project selection process. There is strong concern that creating a new list of transportation projects would compete for funding with existing project lists.
 - Both the Senate and Assembly majority opinions agree funding Prop 42 should be a high priority. However, concerns were expressed with respect to the "lock box"
-

proposal contained in ACA 4 and the Alliance for Jobs initiative on how to “fix” Prop 42.

- While the Senate majority opinion is sympathetic to the argument that existing STIP formulas may be too constraining to target new bond funds, the Senate majority strongly recommends that the best elements of the STIP process, which include a public and transparent process and the gathering of regional input and priorities, should be maintained. However, the Assembly majority opinion would prefer a direct STIP allocation. In addition bond funds should be targeted to achieve full funding and speed the construction of high priority existing projects.

Assuming that \$12 billion in bonds are dedicated to transportation and housing projects the Senate majority recommended the following allocation of funds:

- **\$2.3 billion (or the remaining balance if some of the loans are prepaid in this year’s budget) to repay Proposition 42 loans** The loan repayment would be used to jumpstart TCRP projects and provide money for transit, local streets, and the State Transportation Improvement Program (STIP). The Assembly majority concurred with this recommendation.

- **\$2.5 billion for congestion reduction in key corridors**

The Legislature should establish in statute parameters for the CTC to use when adopting guidelines for project selection. Intelligent transportation system projects would be eligible under this program. The statute should give priority to projects that:

- 1) Provide the most cost-effective system improvements to reduce traffic congestion and increase throughput on the state's transportation system, including highways, roadways, and transit;
- 2) Will be fully funded with an allocation from the state;
- 3) Are jointly selected by the state and regional transportation planning agencies;
- and
- 4) Are ready to construct.

Depending on the size of the ultimate bond, the Senate majority recommends the conference committee should also consider earmarking a portion of the congestion reduction funds for the State-Local Partnership Program, which matches state funds with locally raised transportation sales tax revenues.

- **\$2.4 billion for goods movement**

Similar to congestion reduction projects, the Legislature should establish in statute that parameters used for selecting projects, which should include the following elements:

- 1) Provide the most cost-effective system improvements to increase the throughput of goods on the state's transportation system, including seaports, airports, and land ports of entry, with the least emissions;
- 2) Will be fully funded with an allocation from the state;
- 3) Project is included in regional plans
- 4) A 1-1 match is recommended,

- 5) The port has enacted emission reduction goals, and
- 6) Are ready to construct,

The Senate majority recommends that the statute should state the intent of the Legislature to move as much freight as possible to rail facilities in the short- and mid-term in order to reduce emissions and to implement zero emission technologies. The Assembly recommends funding goods movement at \$3 billion, but did not specify how the funds should be allocated.

- **\$1 billion for air quality improvements associated with ports**

The Senate and Assembly majority opinions recommend that the Air Resources Board be given jurisdiction over these funds. Priority should be given to emission reductions projects that:

- 1) Address the most severe air pollution problems,
- 2) Provide the greatest reduction of emissions,
- 3) Have the greatest benefit on public health,
- 4) Are the most cost-effective,
- 5) Result in permanent reductions, and
- 6) Have significant supplemental funding

- **\$1 billion for a comprehensive rail program that includes intercity-rail, regional transit and high-speed rail**

The Senate majority recommends the inclusion of \$1 billion for a comprehensive rail program that provides funds for regional, intercity, and high-speed rail, and recommends that these funds be allocated pursuant to the PRISM formula. The Senate majority also recommends that the high-speed rail bond currently scheduled for the November ballot be delayed until at least 2010 if not repealed altogether. The Assembly majority recommends funding intercity rail projects and providing funds for commuter rail and bus service.

- **\$925 million for safety programs (\$500 million for transit security, \$200 million for grade separations, \$125 million for bridge seismic retrofits, and \$100 million for port security)**

The Senate majority recommends that \$500 million be distributed to transit providers for transit security projects, that \$200 million be allocated to the Public Utilities Commission (PUC) for grade separation projects, that \$125 million be allocated to Caltrans for the Local Bridge Seismic Retrofit Program, and that \$100 million be distributed for port security projects. The Assembly also support providing funds for port and transit security, but was silent on the seismic retrofit matching funds. The Local Bridge Seismic Retrofit Program will allow the state to meet its local match requirement and draw down more than \$600 million in federal funds.

- **\$1.4 billion for affordable housing**

The Senate majority's recommendation for housing funds reflects the programs in SB 1024 (Perata and Torlakson), these funds would be allocated among existing programs as follows:

- \$595 million for the Multifamily Housing Program.
 - \$195 million for Supportive Housing.
 - \$190 million for the California Homebuyer Down payment Assistance Program.
 - \$135 million for Farm Worker Housing.
 - \$135 million for the CalHome Program
 - \$70 million for Local Housing Trust Funds.
 - \$65 million for the Emergency Housing Assistance Program.
 - \$15 million for the Preservation Opportunity Program.
- **\$475 million in infrastructure incentives for communities that approve affordable housing and infill housing in conformance with a regional plan**
- In order to meet both transportation and housing objectives, the Senate majority strongly endorses the inclusion in the bond of financial incentives to cities and counties that produce infill and affordable housing. Where applicable, incentives for infill housing should be consistent with regional land use plans adopted by the respective council of governments. These incentives should take the form of infrastructure grants and could either be open to any type of infrastructure expenditure or limited to local street and road programs. While less specific the Assembly majority supported providing incentive funds for housing plans that reduce vehicle miles traveled.

Revenue bonds

The Assembly and Senate majority recommends that the conference committee reject the Governor's proposal to issue revenue bonds in 2014 backed by State Highway Account revenues. Absent an increase in the gas tax, there will be significant deficits and backlogs in the SHOPP by 2014. As a result, the Governor's revenue bond proposal would fund new capital improvements at the direct expense of maintenance needs.

Public-private partnerships

The Senate majority recommends expanding recently enacted authority for public agencies to impose tolls and user fees for new transportation facilities, including the construction of new routes and new lanes on the state highway system and the conversion of the High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes. The Senate does not recommend expanding the use of private toll facilities. The Assembly majority expressed support for single purpose toll facilities, such as truck lanes, but expressed concerns about the social equity impact of all other toll facilities.

According to the Senate majority recommendations public agencies do not have to earn a profit and can reinvest excess revenues for public benefit. Public agencies can also be held more accountable to the public and are free to make improvements to the facility as needed.

To the extent that public-private partnerships are allowed at all, the Senate majority recommends that the authority be limited to goods movement projects only, such as truck toll lanes, railways, and emerging freight technologies. The Senate majority recommends

that the number of public-private projects be limited to 2, the length of the lease could not exceed 50 years, and the authority to enter into a lease would sunset on January 1, 2012.

In addition, the Senate majority recommendation specified numerous element of a lease agreement that should be placed in statute, including process for working with cities and counties affected by the transportation facility in planning and decision-making.

Design-build contracts

Both the Assembly and Senate majority opinions agree that design build should be tried on a “pilot” basis. The Senate majority recommends limiting the number to 6 projects selected by the CTC. The CTC must select projects that vary in size and geographic location. As proposed by the Senate majority half the projects must be awarded to the lowest responsible bidder, and half awarded based on best value. This authority would sunset date of January 1, 2012.

This page intentionally left blank.

Copeland Lowery Jacquez Denton & White LLC

Specializing in Government Relations

MEMORANDUM

TO: Dennis Fay, Jean Hart and Frank Furger
ACCMA

FROM: Jim Copeland & Emily Bacque
Copeland Lowery Jacquez Denton & White

RE: Washington, D.C. Update

DATE: March 3, 2006

FY07 Appropriations

The FY07 appropriations process is underway. House Subcommittee deadlines for member requests, including the Transportation/Treasury/HUD Subcommittee are Thursday, March 16. Senate Subcommittee deadlines have not yet been set.

Lobbying Reform Proposals

House Rules Committee Chairman David Dreier (R-CA) has previously indicated he hopes to present a reform package to the full House by early March; however the House has not yet reached a consensus on their package. The Rules Committee held its first hearing on Thursday, but no specific proposals were discussed. Broad proposals that were suggested in January and February are below; however, the House has not yet enacted either of these.

- Appropriations Chairman Lewis Proposal — Lewis has said he would like to reduce the number of earmarks and make the appropriations process more open and transparent. His proposal includes: Limiting the number of earmark requests each lawmaker may submit to Appropriations; require that all Member requests be made in writing, and require that those request letters be made public prior to House consideration of each spending bill; establish clearly defined criteria for all project requests, and require Members to specify how the project meets those criteria; move more towards earmarks that will also receive local matching funds; and require that all congressionally-earmarked projects go through a formal executive branch contracting and auditing process.
- Majority Leader Boehner Proposal —Boehner has stated that he wants to see more transparency regarding the sponsors and purposes of earmarks and that their numbers should be reduced. However, he does not support their elimination. He has also said he would support their inclusion in bill text.

Majority Leader Frist asked both the Senate Rules and Homeland Security and Governmental Affairs Committees to hold mark ups and vote the week of February 27th on lobbying legislation and Senate rules changes regarding earmarks, member travel and gifts. Both committees held hearings this week and the full Senate plans to debate the proposals the week of March 6.

The Rules Committee passed out a bill (S. 2349) introduced by Senator Lott by a vote of 18-0 that would make changes to the way Senate business is conducted, such as making it easier for individual senators to challenge earmarks that originate in conference and requiring electronic disclosure of details of trips taken by members and staff. A few of the specific provisions of the bill are below:

- Earmarks – any earmark that originates in conference could fall to a point of order. Waiving such points of order would require 60 Senate votes. Conference reports would have to be posted on the Internet 24 hours before the Senate votes on them.
- Travel – Lobbyist-paid travel would continue to be banned. Other travel funded by outside entities would have to be approved in advance by the Senate Ethics Committee. Within 30 days after a trip, each traveling senator or aid would have to report details to the secretary of the Senate, including whether any lobbyists were on the same trip. The disclosure report would have to be posted on the Website of the traveling senator.

In addition, the Homeland Security and Governmental Affairs Committee passed its own bill introduced by Senator McCain. (S. 2128) by a vote of 12-1. It would require more frequent, in-depth and user-friendly disclosures of how much lobbyists spend on lobbying and campaign contributions. It would require quarterly reports, instead of the current semi-annual disclosures, and the information would be made available electronically so the public could learn what firms are lobbying on what bills, how much they were spending and which congressional offices were being lobbied. The legislation would require House members, senators and high-level executive branch officials to wait two years to lobby their former colleagues. This bill will likely be combined with S. 2349 when the full Senate begins debate next week.

Alameda County Congestion Management Agency
Principles for State Legislation regarding Toll Facilities
DRAFT
3-1-06

The following principles will guide the Alameda County CMA's advocacy relative to State legislation regarding toll facilities. Toll facilities could include toll roads, high occupancy toll (HOT) lanes, and other forms of pricing access to highway facilities. These principles are in part based on the results of the CMA's polling and focus groups conducted as part of the I-680 Smart Carpool Lane pilot project. This work found that the largest factor affecting public support for the project was the knowledge that net revenues would be reinvested in the tolled corridor in the form of improvements and services.

1. Toll facilities in California should be publicly owned, with a public entity retaining control even if the facility is privately financed and/or operated under contract.
2. Public-private partnerships for the financing of toll facilities should be encouraged.
3. Net revenues from toll facilities must benefit the users of the facility and remain in the corridor in which the facility operates.
4. Authorizing legislation should permit net revenues to be used on a wide array of corridor improvements and services.
5. To provide users and the public with confidence that net revenues will be used for improved facilities and services in the corridor, an oversight board composed of representatives of the affected jurisdictions is essential.
6. Any new legislation authorizing toll facilities must not interfere with or supersede the existing authority for pilot projects currently in State law.

This page intentionally left blank.

ASSEMBLY BILL

No. 2444

Introduced by Assembly Member Klehs

February 23, 2006

An act to add Chapter 2.66 (commencing with Section 65089.20) and Chapter 2.67 (commencing with Section 65089.30) to Division 1 of Title 7 of the Government Code, and to add Sections 9250.3 and 9250.4 to the Vehicle Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2444, as introduced, Klehs. Congestion management and motor vehicle environmental mitigation fees.

Existing law provides for the imposition by air districts and other local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles.

This bill would authorize the congestion management agencies in the 9 Bay Area counties, by a $\frac{2}{3}$ vote of all of the members of the governing board, to impose an annual fee of up to \$5 on motor vehicles registered within those counties for a program for the management of traffic congestion. The bill would require a program with performance measures and a budget to be adopted before the fee may be imposed. The bill would require the agency to have an independent audit performed on the program and to submit a report to the Legislature on the program by July 1, 2011. The bill would require the Department of Motor Vehicles, if requested, to collect the fee and distribute the net revenues, after deduction of specified costs, to the agency. The bill would require that the fees collected may only be used to pay for programs bearing a relationship or benefit to the

owners of motor vehicles paying the fee, and would require the agency to make a specified finding of fact in that regard by a $\frac{2}{3}$ vote.

This bill would also authorize the Metropolitan Transportation Commission, which is the regional transportation planning agency for the 9-county Bay Area, to impose an annual fee of up to \$5 on motor vehicles registered with its jurisdiction for programs that mitigate the impacts of motor vehicles on the environment, including, but not limited to, storm water runoff mitigation projects, water quality improvement projects, and air quality improvement projects. The bill would require a program with performance measures and a budget to be adopted by the Bay Area Air Quality Management District and the California Regional Water Quality Control Board for the San Francisco Bay Region before the fee may be imposed, and would require the fee to be adopted by a $\frac{2}{3}$ vote of all of the commissioners. The bill would require the Department of Motor Vehicles, if requested, to collect the fee and to distribute the net revenues, after deduction of specified costs, to the Bay Area Air Quality Management District and to the California Regional Water Quality Control Board for the San Francisco Bay Region based on a specified formula. The bill would require the recipient agencies to have an independent audit performed on the program and to submit a report to the Legislature on the program by July 1, 2011. The bill would require that the fees collected may only be used to pay for programs bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the commission make a specified finding of fact in that regard by a $\frac{2}{3}$ vote.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Chapter 2.66 (commencing with Section
- 2 65089.20) is added to Division 1 of Title 7 of the Government
- 3 Code, to read:

1 CHAPTER 2.66. MANAGEMENT OF TRAFFIC CONGESTION IN
2 THE BAY AREA
3

4 65089.20. (a) As used in this chapter, "county transportation
5 agency" means an agency designated pursuant to Section 66531
6 to develop the county transportation plan.

7 (b) A county transportation agency may impose a fee of up to
8 five dollars (\$5) on motor vehicles registered within the county if
9 the board of the county transportation agency adopts a resolution
10 providing for both the fee and a corresponding program for the
11 management of traffic congestion as set forth in Sections
12 65089.21 to 65089.24, inclusive. Adoption by the board requires
13 a vote of approval by two-thirds of all the members of the board.

14 (c) A fee imposed pursuant to this section shall not become
15 operative until six months after the effective date of this section
16 and pursuant to the resolution adopted by the board in
17 subdivision (b).

18 (d) A county transportation agency may adopt a resolution by
19 a majority vote of the board to cease collection of the fee
20 commencing on a date determined by the county transportation
21 agency in consultation with the Department of Motor Vehicles.

22 65089.21. (a) The net revenues from the fee distributed to the
23 county transportation agency pursuant to Section 9250.3 of the
24 Vehicle Code shall be used for purposes of congestion
25 management consistent with the objectives of Section 65089.

26 (b) (1) The revenues may be used to pay for programs with a
27 relationship or benefit to the owners of motor vehicles that are
28 paying the fee. However, the revenues may not be used for the
29 purposes of new road construction.

30 (2) Prior to imposing the fee, the board of the county
31 transportation agency shall make a finding of fact by two-thirds
32 of all the members of the board of that county transportation
33 agency that those programs bear a relationship or benefit to the
34 motor vehicles that will pay the fee.

35 (c) The purpose of the congestion management program is to
36 address motor vehicle congestion.

37 (d) Not more than 5 percent of the fees distributed to the
38 county transportation agency shall be used by the agency for its
39 administrative costs associated with the program.

1 65089.22. Prior to the imposition of the fee by the county
2 transportation agency, a specific program with performance
3 measures and a budget shall first be developed and adopted by
4 the county transportation agency at a noticed public hearing.

5 65089.23. The county transportation agency shall have an
6 independent audit performed on the specific program adopted
7 pursuant to Section 65089.22 with the review and report
8 provided to the board at a noticed public hearing.

9 65089.24. The county transportation agency shall provide a
10 report to the Legislature on the specific program adopted
11 pursuant to Section 65089.22 by July 1, 2011.

12 SEC. 2. Chapter 2.67 (commencing with Section 65089.30) is
13 added to Division 1 of Title 7 of the Government Code, to read:

14
15 CHAPTER 2.67. ENVIRONMENTAL MITIGATION OF MOTOR
16 VEHICLES IN THE BAY AREA
17

18 65089.30. (a) As used in this chapter, "commission" means
19 the Metropolitan Transportation Commission.

20 (b) The commission may impose a fee of up to five dollars
21 (\$5) on motor vehicles registered within the counties in its
22 jurisdiction if the commissioners adopt a resolution providing for
23 both the fee and a corresponding program for the mitigation of
24 the impacts of motor vehicles on the environment submitted to
25 the commission as set forth in Sections 65089.31 to 65089.34,
26 inclusive. Adoption by the commission requires a vote of
27 approval of two-thirds of all the commissioners.

28 (c) A fee imposed pursuant to this section shall not become
29 operative until six months after the effective date of this section
30 and pursuant to the resolution adopted by the commission in
31 subdivision (b).

32 (d) The commission may adopt a resolution by majority vote
33 to cease collection of the fee commencing on a date determined
34 by the commission in consultation with the Department of Motor
35 Vehicles.

36 65089.31. (a) The net revenues available pursuant to Section
37 9250.4 of the Vehicle Code shall be distributed as follows:

38 (1) Fifty percent to the Bay Area Air Quality Management
39 District. Of these revenues, 50 percent shall be expended on

1 projects in the county of origin, as determined by the district, and
2 50 percent shall be expended on regional projects.

3 (2) Fifty percent to the California Regional Water Quality
4 Control Board for the San Francisco Bay Region. Of these
5 revenues, 50 percent shall be expended on projects in the county
6 of origin, as determined by the board, and 50 percent shall be
7 expended on regional projects.

8 (b) (1) The revenues may be used to pay for programs that
9 mitigate the impacts of motor vehicles on the environment,
10 including, but not limited to, storm water runoff mitigation
11 projects, water quality improvement projects, and air quality
12 improvement projects. The programs shall have a relationship or
13 benefit to the owners of motor vehicles that are paying the fee.

14 (2) Prior to the imposition of the fee, the commission shall
15 make a finding of fact by a two-thirds vote of all of the
16 commissioners that those programs bear a relationship or benefit
17 to the motor vehicles that will pay the fee.

18 65089.32. Prior to the imposition of the fee by the
19 commission, a specific program with performance measures and
20 a budget shall first be developed and adopted by the Bay Area
21 Air Quality Management District and the California Regional
22 Water Quality Control Board for the San Francisco Bay Region
23 for the anticipated revenues each agency is expected to receive
24 pursuant to Section 65089.31. The adoption shall occur at a
25 noticed public hearing of each agency. Each agency shall submit
26 the program and budget to the commission.

27 65089.33. The Bay Area Air Quality Management District
28 and the California Regional Water Quality Control Board for the
29 San Francisco Bay Region shall have an independent audit
30 performed on the specific program adopted pursuant to Section
31 65089.32 with the review and report provided to each agency at a
32 noticed public hearing.

33 65089.34. The Bay Area Air Quality Management District
34 and the California Regional Water Quality Control Board for the
35 San Francisco Bay Region shall provide a report to the
36 Legislature on the specific program adopted pursuant to Section
37 65089.32 by July 1, 2011.

38 SEC. 3. Section 9250.3 is added to the Vehicle Code, to read:

39 9250.3. (a) The department shall, if requested by a county
40 transportation agency, collect the fee imposed pursuant to

1 Section 65089.20 of the Government Code upon the registration
2 or renewal of registration of any motor vehicle registered in the
3 county, except those vehicles that are expressly exempted under
4 this code from the payment of registration fees.

5 (b) A county transportation agency shall pay for the initial
6 setup and programming costs identified by the Department of
7 Motor Vehicles through a direct contract with the department.
8 Any direct contract payment by the county transportation agency
9 shall be repaid, with no restriction on the funds, to the county
10 transportation agency as part of the initial revenues distributed.
11 Regular Department of Motor Vehicles collection costs shall be
12 in accordance with subdivision (c). These costs shall not be
13 counted against the 5-percent administration cost limit specified
14 in subdivision (d) of Section 65089.21.

15 (c) After deducting all costs incurred pursuant to this section,
16 the department shall distribute the net revenues to the county
17 transportation agency.

18 (d) As used in this section, "county transportation agency" has
19 the same meaning as in subdivision (a) of Section 65089.20 of
20 the Government Code.

21 SEC. 4. Section 9250.4 is added to the Vehicle Code, to read:

22 9250.4. (a) The department shall, if requested by the
23 Metropolitan Transportation Commission, collect the fee
24 imposed pursuant to Section 65089.30 of the Government Code
25 upon the registration or renewal of registration of any motor
26 vehicle registered in a county within the jurisdiction of the
27 commission, except those vehicles that are expressly exempted
28 under this code from the payment of registration fees.

29 (b) The commission shall pay for the initial setup and
30 programming costs identified by the Department of Motor
31 Vehicles through a direct contract with the department. Any
32 direct contract payment by the commission shall be repaid, with
33 no restriction on the funds, to the commission as part of the
34 initial revenues available for distribution. Regular Department of
35 Motor Vehicles collection costs shall be in accordance with
36 subdivision (c).

- 1 (c) After deducting all costs incurred pursuant to this section,
- 2 the department shall distribute the net revenues pursuant to
- 3 subdivision (a) of Section 65089.31 of the Government Code.

O

This page intentionally left blank.